

**4/00089/16/FUL - DEMOLITION OF EXISTING PROPERTY AND CONSTRUCTION OF THREE NEW DWELLING HOUSES AND ONE NEW CROSSOVER.
29 SHRUBLANDS ROAD, BERKHAMSTED, HP4 3HX.
APPLICANT: Westfields Homes.**

[Case Officer - Martin Stickley]

Summary

The application is recommended for approval.

The principle of residential development is considered acceptable in the sites location within a residential area. The proposed buildings would not have any adverse impact on the appearance of the streetscene or on the amenity of neighbouring properties. The access and car parking is deemed satisfactory. Therefore, the proposal is acceptable in accordance with the aims of the National Planning Policy Framework; Policies CS4, CS11 and CS12 of the Core Strategy and saved Policies 58, and saved Appendices 5 and 7 of the DBLP.

Site and Surroundings

The current site comprises a two-storey four-bedroom property located on the southern side of Shrublands Road, within the Berkhamsted Character Area 5 (Queens Road). The existing property is rendered white, with a porch extension and a single storey, detached, brick garage on the western boundary. It sits on a corner plot between Shrublands Road and Larch Rise. Shrublands Road contains a variety, but particularly features large houses with early 20th century features such as large projecting two storey box bays and steeply sloping tiled roofs. Red brick semi-detached houses from the 1950s on the northern side of Shrublands Road are of simple designs. New development in Shrublands Road through plot amalgamation was constructed in the 1980's, forming Larch Rise, a small cul-de-sac.

Proposal

The applicant is seeking planning permission to demolish the existing dwelling house and construct three new dwellings on the site. One new dwelling is to be detached with three double bedrooms and two single bedrooms. The other two dwellings are to be semi-detached, each with three double bedrooms and two single bedrooms. Each house consists of a ground floor, first floor and second floor within the roof space. Each new property has external side access to the rear garden, bin store area and cycle shed. Two parking spaces would be provided with each property.

Referral to Committee

The application is referred to the Development Control Committee following objections from Berkhamsted Town Council for the following reasons:

- Impact on the streetscene;
- Loss of mature trees;
- Increasing density and the consequent impact on the road network;
- Loss of existing characterful dwelling.

Planning History

No relevant history.

Relevant Policy

National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

Adopted Core Strategy

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS29 - Sustainable Design and Construction

Saved Policies of the Dacorum Borough Local Plan

Policies 10, 13
Appendices 3, 5 and 7

Supplementary Planning Guidance/Documents

Area Based Policies (May 2004)
Accessibility Zones (July 2002)

Summary of Representations

Local Residents

4 Larch Rise, Berkhamsted, HP4 3HP

We wish to object to the planned construction for the following reasons:

1. The planned properties will be 3 stories high which will have direct impact upon our property, notably overlooking our house and garden to a significantly greater extent than the existing property. Of particular concern is the 3rd floor room's ability to be able to see directly into our kitchen and garden - something the existing property does not. Please note, we accept the flats next door offer precedent in height terms but they have a significantly longer garden and thus do not directly impact any property to the rear.
2. Associated with point 1 is the height of the proposed dwellings in relation to what is there already, i.e. this is a significant and not beneficial change to the character of the area.
3. We believe the plans are an over development of the existing site i.e. 3 dwellings in place of 1.
4. We believe the existing property being a 100 or so year old property is of significant architectural character within Berkhamsted and the proposed dwellings do not add any visual architectural benefit to the area.

31 Shrublands Roads, Berkhamsted, HP4 3HX

1. Existing house – we consider this an interesting and attractive house and that it should not be demolished. A strong reason for this is that it is different to other houses in the local area. In part this is because it is smaller than many of the other dwellings along that side of the road and in a particular the two blocks of flats to the east of it. It makes a strong positive contribution to the feel and architecture of that area and its demolition would be a sad loss.

2. Proposed houses – the proposed three houses reduce the variety of the area. Instead of the relief currently provided by number 29 from large buildings the proposal will fill the site. This will particularly emphasise the size of the flats at the eastern side of number 29 and the combined effect will be detrimental. The proposed development gives a compressed impression. In contrast to the other house along this side of Shrublands Road it is seeking to put three houses rather than one house into the space. The flat roof is incongruous when set against the other houses on both sides of the road.

3. Specific points on proposed development –

3.1 Windows – we have the following privacy issues

3.1.1 From the plans it appears that obscured glazing is to be placed in the windows on the first and second floors of the western elevation facing number 31. The windows on the second floor are in bedrooms and on the first floor are a dressing room and bathroom. They will face windows in number 31 in a kitchen/living room on the ground floor and windows in bedrooms on the first and second floor. Will the obscured glazing be part of the planning permission or a condition? Will there be restrictions on the ability to put in new windows or changes those proposed?

3.2.2 On the ground floor there is a window on the western side of the house nearest number 31 which is for a room marked as wc. There is no mention of obscured glazing. This window will face the window of the kitchen/living room in number 31 and due to the proposed removal of the detached garage and higher boundary wall will be exposed. We consider this window should be wholly obscured glazing and this should be protected by a condition.

3.1.3 The projected parts at the front of the house nearest number 31 has side windows on the ground and first floors but not the second floor. The front bedroom of number 31 nearest number 29 has a side window which would seem to be in line with the side window in the front projection of the proposed houses. Currently the front projection in the existing building at number 29 has no window in the side facing number 31 and only a window in the opposite side facing east. We consider that there is no need for the side windows facing number 31 and that the position with the second floor should be mirrored on the lower two floors on this side. If there are to be windows on those floors then obscured glass should be used and protected.

3.2 Flat roof – I have been informed that a Council planner has given the view that if there is a flat roof extension then when considering privacy issues it is assumed that people will have been able to go on to the surface of the top of the extension. To protect privacy and against overlooking generally we consider there should be a condition imposed to prevent use of flat roofs as a balcony, roof garden, sitting out area or for any similar purpose without the written consent of the authority.

3.3 Boundary wall – there is a higher boundary wall in the section running along the western side of number 29 facing the house of number 31. This has preserved some privacy between numbers 29 and 31. The proposed development as well as removing the existing detached garage will reduce the section of the boundary wall to the height of the remaining boundary wall (marked at 1.8m). This will affect privacy as there is a ground floor window in a living room in number 31 directly facing the western elevation of the development which is proposed to have a window without obscured glazing. The retention of that higher section of boundary wall would be beneficial.

Further comments

Our original points 1 and 2 stand as in the main the additional statements appears to be a repetition of points made originally.

As regards our original point 3 in so far as these are addressed it is in the first three paragraphs of the third page of the letter dated 16th February 2016 ("February letter"). Taking the points we raised in our original point 3 in the same order:

3.1.1 Windows marked as obscure glazing – there would appear to be no objection to this being protected by an appropriately worded condition which will require glazed glass. The original floor plans and the renewed floor plans mark the windows on the first floor level and the second floor level as "obscured glazing fixed below 1.7m from 1st FFL". As regards the second floor I take that to be 1.7m from 2nd FFL. The February letter incorrectly states in the third paragraph of the third page that the side windows will be "obscured glazed below a height of 1.7m." This is incorrect what is proposed is the normal obscured glazing for the window which is fixed below 1.7m. This is appropriate.

3.1.2 (mistakenly numbered 3.2.2 in the original) ground floor windows for room marked as wc and side door – in the third paragraph on the third page of the February letter there is just a general statement that the ground floor windows and door are screened. This is incorrect. The wc window and top part of the door can be seen on the side elevation drawing both original and now new (936/20/009). In the case of number 31 this exposure will be greater for two reasons. First the ground rises from number 29 to number 31 and second number 31 is built into the slope so that the ground floor level starts at the front considerably higher than the exterior ground level and the difference reduces as it runs back. The room in number 31 immediately facing the ground floor western elevation of number 29 is a breakfast/kitchen with a set of windows (3 large and above each a smaller window) measuring roughly 5 feet long and four and a half feet high. The floor level of this room is higher than the external ground level. The wc window and the upper part of the door will not be screened by the proposed wall from this room.

Currently at number 29 the detached garage and the continuation of the boundary wall at a higher level along this section between number 29 and number 31 provide a complete screen. This would appear to have been a deliberate feature of the changes carried out when the back and side land of number 29 were sold off as part of the Larch Rise development. Elsewhere the boundary wall on the western side of number 29 is lower. It was not just the boundary wall and garage of number 29 which was created at the time of the Larch Rise but also the boundary wall of number 31. That boundary wall will not provide a screen due to the height of the floor in the kitchen/breakfast room. The provision of the screen by number 29 through the garage and the height of the boundary wall would have been part of the development scheme resulting in Larch Rise. That earlier development involving part of number 29 now appears to be used to justify the demolition of number 29 and the removal of that screen even though the screen was part of the Larch Rise development and as far as we are concerned an important feature.

To state that the wc window or the upper part of the door will be screened and that any overlooking is almost wholly prevented is wrong. The proposed boundary wall at number 29 will not screen from the ground floor windows in the breakfast/kitchen of number 31. Further there will be no screening as regards the bedroom windows on the first and second floors of number 31. There is no explanation given for the general assertion in the February letter.

3.1.3 Side window in front projection – the third paragraph of the third page of the February letter states that the side windows in the first and second floor of the proposed house nearest number 31 will be obscured glazed. However, the elevation and floor plan drawings show that the side window in the front projection of that house at first floor level is not. The side window in number 31's front first floor bedroom on the eastern elevation facing number 29 is very near the corner of the house rather than in the middle of the bedroom. It will, therefore, be nearly in line with that side window. There is no window in the front projection at second floor level in the proposed new house on number 29. This should be mirrored at first floor level but if not then there should be obscured glazing.

The point has been made in point 3.1.2 that it is the whole of the window which is to be obscured glazing and not just 1.7 m.

3.2 Flat roof – not addressed in February letter. From the plans it appears that this will be a large area which is being put forward as an important part of the design. If it is to happen then protection is needed against development or use without the need to obtain the Council's consent.

3.3 Boundary wall – paragraph 3 of the third page of the February letter merely asserts the ground floor wc and door will be screened by the boundary wall. It describes it as a retained wall but in fact the current wall as described with regard to point 3.1.2 above is significantly higher so as to act as a screen. The proposal will significantly reduce the height of that boundary wall which will remove the screen for the reasons explained above regarding point 3.1.2. This will remove a feature deliberately created for good reason as part of the Larch Rise development.

Consultees

Berkhamsted Town Council

Object.

The proposed development would significantly affect the streetscape in this characterful area of the town. Furthermore, it would involve the loss of several mature trees on this distinctive site. Such a development would increase density which, in turn, will impact upon road use in this area. In addition, the new cross-over to the pavement would conflict with an existing bus stop. This opportunistic proposal is contrary to the provisions of CS11 and CS12, would involve the unnecessary loss of a beautiful and characterful house, would have a negative impact on the area and is thus considered unacceptable.

Thames Water

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not

have any objection to the above planning application.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Trees and Woodlands

The Arboricultural Survey submitted by the applicant is technically sound and I agree with its recommendations. The mature cherry tree T4, is correctly classed as 'B' but its retention on a small bank close to the proposed dwellings is not desirable. The report's recommendation for 2 tree replacement is acceptable and compensates for the loss of T4. As most of the existing landscape is retained, there is little or no overall loss of trees or landscape space. However, I further recommend planting a new tree in the rear garden of each new dwelling. Trees should be container grown and at least 10-12 cm girth at 1.5 m above ground level. Trees can be fruit trees.

Hertfordshire Highways

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Condition 1: Before being brought in to use the new parking areas hereby approved shall be surfaced in tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge in to highway.

Reason: To avoid the carriage of extraneous material surface water from the site into the highway so as to safeguard the interest of highway safety.

Condition 2: A 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of vehicular access prior to the operational use and thereafter.

Reason: To ensure a satisfactory standard of the development in the interest of highway safety.

Informative: I recommend inclusion of the following advisory note to ensure that any works within the highway are to be carried out in accordance with the provisions of the highway Act 1980.

AN1. Road Deposits: Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris in the highway. This is to minimise the impact of construction vehicles and to improve the amenity area.

AN2. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this.

AN3. Where works are required within the public highway to facilitate access, the highway authority require the construction of such works to be undertaken to their specification and by a contractor who is authorised to work in the public highway. In relation to the crossover the applicant is advised to see the attached website.

Vehicle crossover guidance

<http://www.hertsdirect.org/docs/pdf/d/vxo.pdf>

<http://www.hertsdirect.org/services/transtreets/highways/hhonlineservices/vxo/>

Planning Application:

The development proposal for demolition of the existing dwelling and the garage and construction of one new detached dwelling and a pair of semi-detached dwelling with revised access arrangement from Shrublands Road.

Site and surrounding:

The site is known as 29 Shrublands Road which is a single detached dwelling located at the corner of Shrublands Road with Larch Rise. The local area is residential in character and located within walking distance to the town centre. There are bus stops close to the application site and the town centre also provides good access to public transport.

Shrublands Road is classified as a local access road some 477m in length and maintainable by county Council as the local Highway Authority. Larch Rise is also classified as a local access road 97m in length, a cul-de-sac serving some 8 properties. Most properties along Shrublands Road are with off-street parking, but some on-street parking is noted. Continuation of Shrublands Road is Charlie Street where the properties are with off-street parking facilities.

Parking and access - Each dwelling is to be designed with two car parking spaces and the proposal is to retain the existing two crossovers to each property on either side and creation of a new crossover in between for the third property in the middle. There is sufficient area on each dwelling frontage for vehicles to enter and leave in forward gear. Conclusion The proposed development is unlikely to have a material impact on the local and wider road network.

Highway Authority does not wish to restrict the grant of consent subject to the above conditions and advisory note.

Comments on amended scheme

Highway Authority recommended approval for the original submission. The original drawing number 936/20/005 shows that the width of the crossovers as 3.0m wide 1st and 3rd houses and for the middle as 4.5m. The superseded plans Drg no. 936/20/004 shows that the middle property crossover is now extended to 6.0m wide for a single property. This length of crossover for a single dwelling is not acceptable to promote pedestrian use and safety. What is the justification for a 6.0m crossover. I would recommend that the crossover to be retained at 4.5m as previously approved.

Considerations

Policy and Principle

The site is located within the residential area of Berkhamsted. Therefore, Core Strategy Policies CS1, CS4, CS11 and CS12 are relevant to this application. Policy CS4 supports

appropriate residential development in such locations, whilst CS11 is concerned with quality of neighbourhood design; to respect the typical density for an area and preserve attractive streetscapes. Therefore, the location of this development in an urban area is acceptable providing it also meets the following criteria:

- Avoids harm to neighbouring properties;
- Respects the general character and appearance of the street;
- Provides adequate parking and amenity spaces;
- Provides suitable access arrangements;
- Makes efficient use of the land.

In terms of compatibility with the Character Area Appraisal (BCA5), the development principles for the area are as follows:

- The use of architectural features, styles, materials and proportions used in dwellings within the vicinity of the development site is encouraged.
- A variety in dwelling types is acceptable, although the use of the dwelling type common to those in the vicinity of the development site is encouraged.

Density of Development

It should be noted that although the application site is located within the BCA5 Character Area, which states that density "should be provided within the low range compatible with the existing character (15-25 dwellings/ha)", saved Policy 10 of the Dacorum Borough Local Plan (DBLP) seeks to optimise the use of urban land. Further to this, national guidance (NPPF) states that with regards to density, new development should correspond with neighbouring buildings and the local area. The neighbouring site (to the south-east) received an application for 16 flats back in 2005 (4/00610/05/FUL). This development had a net density of 48 dwellings/ha and was approved by a planning inspector. However, the street comprises many large dwellings on fairly substantial plots. There is clearly tension between the character appraisal and the other policy mentioned above. The site area is 1,242m², giving the existing site a density of 8 dwellings/ha. This is fairly low considering the BCA5 guidance. The proposed site would increase this to 24 dwellings/ha, reaching the higher end of the BCA5 guidance (15-25 dwellings/ha). It is considered that the density of development is sympathetic in comparison to the neighbouring development and finds an acceptable balance between the larger single units and block of flats next door. Following the government's current stance to maximise housing supply, the density is considered acceptable in accordance with BCA5, saved Policy 10 of the DBLP and the NPPF (Paragraph 59).

Impact on Streetscene

No adverse impact.

As mentioned previously, the street comprises a variety of different dwelling types. Although there are many large properties within the street, Policy CS12 of the Core Strategy states that when assessing development there should be a focus on the immediate environs. The proposed dwellings would be more in-keeping with the immediate streetscene when compared to the existing property in terms of width, height and overall proportions. The existing house is spread across the wide corner plot with the roof line much lower than the surrounding properties. The existing building also displays considerable architectural differentiation. The proposed properties have a pitch and dormer windows to match the neighbouring buildings. As seen on drawing '936/20/007(P2)', the height of the proposal is also similar to the adjacent properties but does not exceed them. The eaves are also of a similar height. In terms of massing, the proposed buildings also match the neighbouring properties. Policy CS11 states that development should "preserve attractive streetscapes". It is felt that the proposed

properties respond to the mixed character of the area, both in terms of dwelling type, scale and design. The bulk of the neighbouring properties is reflected in the height, width and depth of the proposed, achieving a balance between the proposed and neighbouring properties. BCA5 suggests that new dwellings should not normally exceed two-storeys; however, to the south-east is Maple Place, two blocks of flats; one of three storeys and one of four. In both cases, the upper-most storey is located within the roofspace, matching the proposal. In conclusion, it is considered that the scheme not only performs well against relevant policy provisions but also contributes positively to the mixed character of the area and ensuring that the potential of the site is optimised. The proposal will be in-keeping with the adjacent properties resulting in a harmonious collection of dwellinghouses in accordance with Policies CS11 and CS12 of the Core Strategy and the guidance set out in BCA5.

Impact on Neighbouring Properties

There have been two objections from neighbouring residents, 4 Larch Rise and 31 Shrublands Road. The points raised by the neighbours have been identified, summarised and addressed below.

Overlooking/Loss of Privacy

No adverse impact.

The neighbour to the rear of the property (4 Larch Rise) objected with regards to overlooking. They stated that the new properties would be one storey higher than the existing, therefore increasing the potential for overlooking into their house and garden. They also state that "we accept that the flats next door offer precedent in height terms but they have a significantly longer garden and thus do not directly impact any property to the rear."

Saved Appendix 3 of the DBLP states that "the minimum distances of 23m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy" there is no minimum distances laid down regarding back to side distances nevertheless the relationship with adjacent properties particularly in relation to potential overlooking is a material consideration. The distance between the rear of the proposed properties and 4 Larch Rise is approximately 18.5m, falling 4.5m short of this requirement. The ground level rises towards Larch Rise and this neighbour is approximately 1.5m higher than 29 Shrublands Road. There is one first-floor window on 4 Larch Rise, serving a bathroom. There are two windows on the ground floor, serving a utility room and a kitchen. It is not felt that any minimal loss of privacy to these windows would warrant a refusal. With regard to overlooking on this neighbour's garden, it should be noted that there is a line of semi-mature vegetation on the boundary, helping to screen the garden to some degree. The proposal includes the planting of a number of new fruit trees to act as additional screening. It is understood that this is more of a long-term solution and the trees could be removed at any point. However, some mutual overlooking of gardens is common in urban situations and overall it is considered that the loss of privacy to this neighbour would not be significant enough to warrant a refusal.

The neighbour to the north-west (31 Shrublands Road) also objected with regards to overlooking. This neighbour was concerned with the side-facing windows on the nearest proposed dwelling. The architect was approached and plans were re-submitted with annotation regarding obscure glazing. The neighbour was re-consulted but they were still concerned. If permission is approved, a condition would be imposed to ensure that all of the windows are obscure glazed and non-opening to mitigate their concerns.

Loss of Light

No adverse impact.

Although no neighbours objected with regards to loss of light, it should still be considered. The proposed properties are arranged on the same building line as the existing properties, with suitable separation distances between them. A 45 degree line has been maintained between the proposed dwellings and its neighbours to avoid loss of light in accordance with saved Appendix 7 of the DBLP and Policy CS12 of the Core Strategy.

Loss of Existing Building

Both neighbours, along with Berkhamsted Town Council objected to the demolition of the existing dwellinghouse. The Council do have control over proposals involving demolition through a prior approval process. However, the building is not listed or locally listed, and whilst it's loss is regrettable, is not in conflict with local planning policies and therefore the planning department could do little to protect it. Therefore, it is unreasonable to consider this as a reason for refusal.

Impact on Access and Parking

No adverse impact.

There is a sufficient amount of on-site car parking space fronting each dwelling. The plan allows for a three-point car turn within each driveway. The drawings show that two cars can be comfortably accommodated and turned to depart in forward gear, although in reality, it would be feasible to park three vehicles on each driveway. The radius of the three point turn is shown on the plans and complies with three point turn dimensions for domestic driveways. A third crossover is proposed to enable each dwelling to drive into their front driveway from the main road separately. Saved Appendix 5 of the Local Plan advises that as a maximum car parking standard, dwellings comprising five bedrooms should accommodate for three parking spaces. Therefore, all three proposed dwellings combined should provide nine parking spaces. As mentioned above, although two spaces are shown on each driveway (six in total), there would be sufficient room for an additional car on each. Considering this and considering that these are maximum standards, and considering the proximate (walking distance) to local centres within Berkhamsted and nearby public transport links, the proposal is deemed acceptable in accordance with Policy CS12 of the Core Strategy and saved Policy 58 of the Local Plan.

RECOMMENDATION - That planning permission be **GRANTED** subject to the following conditions:-

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be constructed in accordance with the materials specified on the approved documents.**

Application Form

936/20/007 (P2)

936/20/008 (P2)

936/20/009 (P2)

936/20/010 (P2)

Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Dacorum Borough Core Strategy.

- 3 **The windows at first-floor and second-floor level in the south-eastern and north-western elevations of the proposed dwellinghouses hereby permitted shall be non-opening and shall be permanently fitted with obscured glass.**

Reason: In the interests of the amenity of adjoining residents in accordance with Policy CS12(c) of the Dacorum Borough Core Strategy.

- 4 **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the local planning authority:**

Schedule 2 Part 1 Classes A, B, C, D and E

Reason: Over development of the plot and enlargement of the individual dwellings may result in overlooking and loss of privacy to the surrounding residential properties. To enable the local planning authority to retain control over this, and in the interests of safeguarding the visual amenity of the locality, the condition above has been imposed in accordance with Policy CS12 of the Dacorum Borough Core Strategy.

- 5 **The car parking spaces shall have minimum dimensions of 2.4m by 4.8m. Such spaces shall be maintained as a permanent ancillary to the development and shall be used for no other purpose.**

Reason: To ensure the adequate provision of off-street parking in order to minimise the impact on the safe and efficient operation of the adjacent highway in accordance with Policy CS8 (h) and CS12 (b) of the Core Strategy.

- 6 **Before being brought in to use the new parking areas hereby approved shall be surfaced in tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge in to highway.**

Reason: To avoid the carriage of extraneous material surface water from the site into the highway so as to safeguard the interest of highway safety in compliance with Policy CS12 of the Dacorum Borough Core Strategy.

- 7 **Pedestrian visibility splays of 2m by 2m shall be maintained, on both sides of the existing and proposed hardstanding areas as shown on drawing 936/20/003(P2), within which there shall be no obstruction to visibility between 600mm and 2m above the carriageway.**

Reason: In the interests of highway safety.

- 8 **If within a period of five years from the date of this permission any planting shown on the approved plans is removed, uprooted or destroyed or dies (or becomes, in the opinion of the local planning authority, seriously damaged or defective), a replacement of the same species and size as that originally planted shall be planted at the same place in the next planting season, unless the local planning authority gives its written consent to any variation.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policy CS11(b) of the Dacorum Borough Core Strategy.

9 **The development hereby permitted shall be carried out in accordance with the following approved plans:**

936/20/001(P2)
936/20/002(P2)
936/20/003(P2)
936/20/004(P2)
936/20/005(P2)
936/20/006(P2)
936/20/007(P2)
936/20/008(P2)
936/20/009(P2)
936/20/010(P2)
936/20/011(P2)

Reason: For the avoidance of doubt and in the interests of proper planning.

Article 35 Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015.

INFORMATIVES:

Thames Water

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Highways Department

Advisory Notes

AN1. Road Deposits: Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris in the highway. This is to minimise the impact of construction vehicles and to improve the amenity area.

AN2. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this.

AN3. Where works are required within the public highway to facilitate access, the highway authority require the construction of such works to be undertaken to their specification and by a contractor who is authorised to work in the public highway. In relation to the crossover the applicant is advised to see the attached website.

Vehicle crossover guidance

<http://www.hertsdirect.org/docs/pdf/d/vxo.pdf>

<http://www.hertsdirect.org/services/transtreets/highways/hhonlineservices/vxo/>