

**4/01729/16/FHA - DETACHED GARAGE.
13 CHAMBERSBURY LANE, HEMEL HEMPSTEAD, HP3 8AY.
APPLICANT: MR MOHAMMED AHMED.**

[Case Officer - Intan Keen]

Summary

The application is recommended for approval.

The proposed access would not raise any highway concerns.

The proposed garage outbuilding would be ancillary to the main use of the site as a single dwelling. It would be of an acceptable design and appropriately subservient to the parent dwelling. Due to its siting and scale, the proposed development would not have an adverse impact on the Chambersbury Lane or Mill Close street scenes. The outbuilding would not have an adverse impact on the amenity of neighbouring properties. Car parking arrangements are satisfactory.

The proposal is therefore in accordance with Policy CS12 of the Core Strategy.

Site Description

The application site is currently occupied by a two-storey semi-detached dwelling located on the south-western side of Chambersbury Lane (proximate to the junction with Bunkers Lane). It has a secondary (rear) frontage to Mill Close, the level of this road is significantly lower than the application site. Opposite Mill Close to the south-west are a series of garages in a parallel arrangement accessed off a shared drive directly south-west of the site. The site is located within Residential Character Area HCA19 (Nash Mills) and within the Highbarns Chalk Area.

Proposal

Planning permission is sought for a single-storey detached outbuilding located within the rear garden of the application site. The outbuilding would be used as a garage and storage of bicycles.

The outbuilding would have dimensions of 3.05m wide by 5.5m deep. It would feature a flat roof less than 3m high.

Referral to Committee

The application is referred to the Development Control Committee due to the contrary views of Nash Mills Parish Council.

Planning History

None on site.

Land to rear of Nos. 7, 9 and 11 Chambersbury Lane, Hemel Hempstead

Reference is made to previous applications on the adjacent site at land to rear of Nos. 7, 9 and 11 Chambersbury Lane, including:

4/00765/07/FUL for detached chalet bungalow which was refused and subsequently dismissed at appeal. The Inspector found the proposed development would result in unsatisfactory living conditions for the future occupiers of the proposed bungalow, contrary to the objectives of Policy 11 of the Local Plan (now superseded by Policy CS12 of the Core Strategy).

4/01514/08/FUL for two two-bedroom apartments which was refused. The reasons for refusal are set out below:

1. Policies of the adopted Dacorum Borough Local Plan aim to safeguard the environment. Policy 11 of the Dacorum Borough Local Plan 1991-2001 specifies that development will not be permitted unless it satisfies a range of criteria. In particular, new development should be appropriate in terms of layout, site coverage, design, scale, bulk and height and should respect the townscape, density and general character of the area in which it is set. By reason of its layout, orientation and design, the development would give rise to unacceptable living conditions for the occupiers of the proposed flats. In addition, in view of the size of the application site and the change in levels between Mill Close and Chambersbury Lane, the site is inadequate in size to provide satisfactory amenity space. Due to the inadequate separation between the proposed dwellings and existing properties in Chambersbury Lane, which is exacerbated by the change in levels across the site, the rear garden of the proposed dwellings would be dominated and overlooked by the existing dwellings of Chambersbury Lane. The proposal is thus contrary to Policy 11 of the Dacorum Borough Local Plan 1991-2011.

2. By reason of its design, size, scale, orientation and layout, the proposed development would have an adverse impact on the privacy and residential amenities of existing residents of Chambersbury Lane. The development will appear visually intrusive and overbearing, especially when viewed from parts of the rear garden of No. 5 Chambersbury Lane, and will overlook No.s 9, 11 and 13. Insufficient space exists between the proposed building and the various boundaries to provide landscaping to soften the visual impact of the building. The proposals are therefore contrary to Policy 11 of the adopted Dacorum Borough Local Plan 1991 - 2011.

Little Martins Annexe, Bury Rise, Bovingdon

Reference is also made to application 4/00372/16/ROC for removal of Condition 1 (ancillary use) attached to planning permission 4/03614/15/ROC for construction of new garage. Condition 1 read as follows:

“The garage hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as Annexe At, Little Martins.

Reason: To ensure that the detached garage is not severed from the main dwelling to provide a self-contained dwelling unit, since this would be out of character with the area, and contrary to the provisions of policy CS5, CS11 and CS12 of the Core Strategy (2013).”

This application was refused and subsequently dismissed at appeal (the condition restricting use remains in force).

Policies

National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance

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
CS31 - Water Management
CS32 - Air, Soil and Water Quality
CS35 - Infrastructure and Developer Contributions

Saved Policies of the Dacorum Borough Local Plan

Policy 51
Policy 58
Appendices 5 and 7

Supplementary Planning Guidance / Documents

Area Based Policies (May 2004) - Residential Character Area HCA19 (Nash Mills)

Summary of Representations

8 Mill Close

There is not enough parking in Mill Close as it is, creating a driveway for a house in Chambersbury Lane would take up at least two parking spaces, and the space is just not there. They have also cut down the willow tree which was against recommendations from previous request to place a house here.

Nash Mills Parish Council

The committee object to the proposal of a detached garage on the site.

They have concerns with the lie of the land (a steep site) and effects on drainage. The planning committee are concerned that parking congestion, which is already an issue in that area, will be exacerbated with the forthcoming implementation of double yellow lines.

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:

Hertfordshire County Council as Highway Authority does not object to the development, subject to the conditions and informative notes below.

Conditions:

1. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety.

2. Pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, which will be restricted to a double width, ie as per Roads in Herts - Highway design guide 3rd ed guidance, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety.

3. The proposed parking spaces shall have measurements of 2.4m x 4.8m respectively. Such spaces shall be maintained as a permanent ancillary to the development shall be paved and shall be used for no other purpose.

Reason: The above condition is required to ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining Highway.

4. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

5. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highways Authority prior to commencement of the development.

Reason: In the interest of highway safety and free and safe flow of traffic.

6. 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 a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

Reason. To minimise the impact of construction vehicles and to improve the amenity of the local area.

7. The gradient of the vehicular access shall not exceed 1:10 for the first 5 metres into the site as measured from the near channel edge of the adjacent carriageway.

Reason: In the interests of the safety of persons using the access and users of the highway.

8. Prior to commencement of development full details of the construction of any retaining wall associated with construction of the proposal, including any necessary Approval In Principle certification issued in accordance with the requirements of the Department for Transport's DMRB Standard BD 2/12: Technical Approval of Highway Structures, shall be submitted to and approved in writing by the local authority.

Reason: In the interests of public safety to ensure that construction of the development hereby permitted does not affect the stability of the public highway.

The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

Informatives:

1. Highway structural considerations. The applicant is advised that in order to comply with Condition 8 of this permission it will be necessary for the developer of the site to contact the Hertfordshire County Council Bridge Asset Manager in connection with the requirements of Department for Transport Standard BD 2/12: Technical Approval of Highway Structures. Further details can be obtained from the Highway Authority at County Hall, Pegs Lane, Hertford, Herts, SG13 8DN (Telephone: 0300 1234047).

2. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs//>

3. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

4. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure

that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

Comments

The proposal is for construction of a new VXO with a parking space and garage.

Access

The proposed site already has access and parking to the front of the property on Chambersbury Lane, which is an Unclassified local Access Road.

The proposal is for a new VXO to the rear of the property, which is on Mill Close which is also an Unclassified local Access Road, used mainly to access garages.

Parking

The proposed site already has off street parking to the front of the property on Chambersbury Lane.

The proposal is for a new parking space and a garage to the rear of the property. This will require the construction of a retaining wall to maintain the stability of the neighbouring gardens and the part demolition of the existing rear boundary retaining wall.

It is judged that the proposed development will not have a significant impact on the highway, although it is noted that a new retaining wall will be required on the boundary with the adjoining properties on Mill Close to make way for the parking space and garage. There are concerns around the structural stability, function and serviceability of both the proposed and the existing retaining walls. It is highly recommended the applicant consult a structural engineer to ensure any changes will not have any adverse effect on the highway or residents.

It is also noted the adjoining properties are under third party ownership: the applicant must gain the owner's permission before making any changes to their property boundary.

Conclusion

HCC as highway authority considers that the proposals would not have an unreasonable impact upon highway safety or capacity, subject to the conditions and informative notes above

Hertfordshire Highways - additional informal comments summarised

The agent has confirmed the proposed driveway shall be constructed of permeable paving (notated on plans) with soakaway beneath. This is appropriate to meet the requirements of Condition 4 above.

Condition 6 shall appear as an informative.

With respect to the requirements under Condition 8, the applicant needs to enter into the Technical Approval process, since the boundary wall abuts onto the highway. A technical approval certificate will be issued if the plans are required to and meet the regulations.

Hertfordshire Highways - additional comments summarised

I can confirm that the site plan showing elevations is sufficient to meet the condition on levels, although normally we would like to see the angle specified.

I can also confirm that given the low-trafficked nature of Mill Close, and that it is the neighbour's wall which restricts view to the east side of the vx0, we are happy that the visibility to the west of the drive (facing oncoming traffic) is sufficient to meet that condition.

As regards to the (pedestrian) visibility to the west of the driveway, since the drive is wider than 2.4m, this is adequate to meet the condition.

Contaminated Land

None received at the time of writing this report.

Considerations

Policy and Principle

The construction of outbuildings ancillary to residential uses is acceptable in a town location such as Hemel Hempstead under Policy CS4 of the Core Strategy.

Reference is made to an appeal against a condition restricting use of a garage for ancillary use at Little Martins Annexe, Bury Rise, Bovington (reference 4/00372/16/ROC) which was dismissed. The Inspector opined the siting of the garage would raise some doubt as to whether both sides of the garage would be intended to be used for housing vehicles. Additionally, noting the site's history in that instance the Inspector found the condition reasonable to continue the restriction on use.

With respect to the current development, it is considered that in light of the previously refused applications on the adjoining sites (referenced above), it would be reasonable to condition the restriction on use to be ancillary to the parent dwelling at No. 13 Chambersbury Lane, if planning permission is granted.

Impact on appearance of building and street scene

The proposed development with a relatively low profile and set into garden level would appear subservient to the parent building in accordance with HCA19 - Nash Mills guidance.

Due to levels across the site falling towards the rear boundary, there would be limited views of the outbuilding from Chambersbury Lane and as such there would be no significant impact from this perspective.

The proposed garage outbuilding would be set back 5.5m from the site's secondary frontage to Mill Close. Its limited height less than 3m above this street level would not be unduly prominent, noting it would acceptably integrate with the street scene particularly noting the immediate context of the garage blocks immediately south-west of the site.

The proposed vehicle access would break the existing fenceline and vegetation behind. This is not considered to raise any significant concerns noting the built up character to the west and south of Mill Close within proximity to the site.

Therefore the development would not have an adverse impact on the appearance of the street scene in accordance with Policy CS12 of the Core Strategy.

Impact on neighbouring properties

The application site has two directly adjoining properties including the dwellings either side at Nos. 11 and 15 Chambersbury Lane. The site is also located uphill from No. 2 Mill Close and a garage block.

The proposed garage would be excavated into existing garden levels in order to be accessed from Mill Close. As such, the garage would have a height of approximately 1.5m above existing ground level. This would not have an adverse impact on adjoining neighbouring properties with respect to visual intrusion, loss of light or overlooking to neighbouring properties on Chambersbury Lane.

The proposed garage would be sited over 20m from the dwelling at No. 2 Mill Close, which is oriented to face the garage block and not the application site directly. Due to its single-storey scale and the (indirect) relationship between the two properties, the development would not result in unreasonable levels of visual intrusion or loss of light.

The proposal is therefore in accordance with Policy CS12 of the Core Strategy.

Impact on access and parking

The highway authority have not raised objection with respect to the new access, subject to the imposition of conditions set out in their comments above.

No concerns have been raised with respect to on-street parking or the provision of double yellow lines on Mill Close as a result of the proposal.

It is considered reasonable to attach recommended highways conditions relating to vehicle and pedestrian visibility splays in the interests of highway and pedestrian safety.

As noted above, the highway authority has raised no concerns with respect to the restrictions to visibility on the left hand side (in the north-western direction) of the drive when exiting. It is also noted the development is acceptable with respect to pedestrian visibility due to the width of the driveway.

The proposed gradient of the driveway would accord with Highways' 1:10 standard and therefore does not need to be conditioned.

Surface water disposal would be dealt with on-site through the provision of permeable paving leading to a soakaway beneath. This has satisfied the highway authority.

The highway authority have requested a condition requiring details to be submitted under their Technical Approval process. This is not within the remit of planning and therefore shall appear as an informative if permission is granted.

Similarly, storage of materials and road deposit during construction are also matters which can be included as an informative, rather than conditions if planning permission is granted.

With respect to car parking, it is noted that the application site currently benefits from two on-site parking spaces within the forecourt off Chambersbury Lane. The proposal would add one additional space to the rear of the site. This would meet the maximum parking standard for a single residential dwelling. The increase in the number of spaces would not raise any objections and would not place undue stress on the surrounding road network in accordance with Policy CS12 of the Core Strategy and saved Policy 58 of the Local Plan.

Community Infrastructure Levy (CIL)

Policy CS35 of the Core Strategy requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1 July 2015. This application is not CIL liable due to resulting in less than 100m² of additional floor space.

Highbarns Chalk Mines Outer Area and Contaminated Land

The Government advice confirms that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and / or landowner. If planning permission is granted, an informative shall be included in relation to this matter.

Contaminated Land have not provided comments however it is noted that the site is within the vicinity of former contaminative land uses (also noted under previous applications for the adjoining site to the south). As such, if planning permission is granted, it would be reasonable to attach standard contaminated land conditions.

Other matters

It is important to note that outbuildings and vehicle accesses can be constructed under permitted development (Class E of the General Permitted Development Order 2015). However, the proposed development is not permitted development due to the height of the outbuilding (above 2.5m within 2m of a boundary), and due to the level of excavation that would be likely to be classed as engineering works.

RECOMMENDATION - That determination of the application be **DELEGATED** to the Senior Manager or Team Leader, Development Management, following the expiry of

the consultation period and no additional material considerations being raised, with a view to grant for the following reasons.

- 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 garage outbuilding hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 13 Chambersbury Lane, Hemel Hempstead.**

Reason: To ensure that the detached garage is not severed from the main dwelling to provide a self-contained dwelling unit, since this would be out of character with the area, and contrary to the provisions of Policies CS11 and CS12 of the Dacorum Core Strategy 2013.

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Dacorum Core Strategy 2013.

- 4 Notwithstanding the details shown on Drawing No. 1619/2, vehicular visibility splays of 2.4m x 43m shall be provided before any part of the development hereby permitted is first brought into use, and they shall thereafter be maintained, in the north-western direction from the crossover, within which there shall be no obstruction to visibility between a height of 0.6m and 2.0m above the carriageway.**

Reason: In the interests of highway safety in accordance with Policy CS8 of the Dacorum Core Strategy and saved Policy 51 of the Dacorum Borough Local Plan 1991-2011.

- 5 Notwithstanding the details shown on Drawing No. 1619/2, pedestrian visibility splays of 2m x 2m shall be provided before any part of the development is first brought into use, and they shall thereafter be maintained, on the north-western side of the entrance to the site, within which there shall be no obstruction to visibility between 600mm and 2m above the carriageway.**

Reason: In the interests of highway safety in accordance with Policy CS12 of the Dacorum Core Strategy 2013 and saved Policy 51 of the Dacorum Borough Local Plan 1991-2011.

- 6 Unless otherwise agreed in writing by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until Conditions 6**

to 9 below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until Condition 9 has been complied with in relation to that contamination.

Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's *'Model Procedures for the Management of Land Contamination, CLR 11'*.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the Dacorum Core Strategy 2013.

7 Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment

must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the Dacorum Core Strategy 2013.

8 Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the Dacorum Core Strategy 2013.

9 Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 6 above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 7, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is

subject to the approval in writing of the Local Planning Authority in accordance with Condition 8.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the Dacorum Core Strategy 2013.

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

**Site Location Plan;
1619/2 (proposed block plan, floor plan and elevations).**

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

Article 35

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted proactively 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) Order 2015.

Carrying out Development in the Highbarns Chalk Mines Outer Area and Land Stability Informative

The Government advice confirms that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and / or landowner.

The carrying out of development in the Highbarns Outer Area is at the risk of the developer as the Council does not have any information relating to ground stability in the Outer Zone. If the developer / landowner is concerned about possible ground instability, consideration should be given by the developer / landowner in commissioning a ground stability report.

Highways Informatives:

1. Highway structural considerations. Prior to commencement of development, full details of the construction of any retaining wall associated with construction of the proposal, including any necessary Approval in Principle certification issued in accordance with the requirements of the Department for Transport's DMRB Standard BD 2/12: Technical Approval of Highway Structures, shall be submitted to the highway authority. The applicant is required to contact highway.structures@hertfordshire.gov.uk to enter into the Technical Approval process, since the boundary wall abuts onto the highway. A technical approval certificate will be issued if the plans are

required to and meet the regulations.

The applicant is advised that in order to comply with this requirement it will be necessary for the developer of the site to contact the Hertfordshire County Council Bridge Asset Manager in connection with the requirements of Department for Transport Standard BD 2/12: Technical Approval of Highway Structures. Further details can be obtained from the Highway Authority at County Hall, Pegs Lane, Hertford, Herts, SG13 8DN (Telephone: 0300 1234047).

2. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:-
<https://www.hertfordshire.gov.uk/droppedkerbs//>

3. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:
<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

4. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website
<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

5. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highways Authority prior to commencement of development.

Contaminated Land Informative:

The applicant is advised that a guidance document relating to land

contamination is available in the Council's website:
<http://www.dacorum.gov.uk/default.aspx?page=2247>