

CON1) Prior to the first use of the development hereby permitted the vehicular access shall be completed and thereafter retained as shown on drawing number (CA-034192/3) and approved in writing by the Local Planning Authority in consultation with the highway authority. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON2) No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. The level of detail required in a CMP will depend on the scale and nature of development. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Method Statement shall include details of:

Cleaning of site entrance and the adjacent public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

CON3) 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. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) Obstruction of highway: 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 County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) New or amended vehicle crossover access (section 184): Where works are required within the public highway to facilitate a new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and 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, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

COMMENTS

The proposals are for Full Permission Householder: Replace existing raised lawn area to front elevation to form level car standing, to include installation of a brick wall and installation of railings and steps

Context:

Beechwood Close is an unclassified local access road and provides a local access function in the road hierarchy. Beechwood Close is highway maintainable at public expense. A 30mph speed limit applies. On Hertfordshire County Council's Place and Movement network Beechwood Close is classed as P2/M1 (eg. Residential Street). No reportable highway accidents recorded within the immediate vicinity of the application site (5-year rolling). No Public Right of Way (as shown on the Public Rights of Way Map) directly affects the site or would be affected by the proposal. The county council considers Beechwood Close not to be a traffic sensitive road.

Policy Review:

The key documents used to assess the application are

- Manual for Streets 2007
- National Planning Policy Framework (July 2021)
- Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May2018]
- HCC's Place & Movement Planning Design Guidance (adopted in March 2024)

PLANNING HISTORY

The application site has no previous planning history.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: Schedule of Works Specification, CA-034192/1 A4 existing plan, CA-034192/2 A3 existing elevations, CA-034192/3 A3 pro plan, and CA-034192/4 A3 pro elev.

PARKING

Currently the site of the proposed parking area is laid to grass on a steep bank fronting No 85, with Steps to access the front door. There would be a large amount of earth to be excavated and installation of retaining walls to the front and sides. To minimise disruption during the construction phase, residents should not be unreasonably inconvenienced by site activities. The developer should ensure that a named contact is made available to local residents, who can be reached directly should any issues or concerns arise. This contact information should be clearly communicated prior to the commencement of works and remain accessible throughout the construction period.

Please see Condition 2

ACCESS

Dropped kerbs will be no wider than four flat kerbs. This is the widest dropped kerb that we will allow. You will also be provided with one or two ramped kerbs depending on your property

VISIBILITY

There is good visibility for pedestrians and vehicles from the proposed access.

EMERGENCY ACCESS

The nature of the site puts the proposals / access within 45 meters from the public highway (As required in accordance with MfS 6.7.2)

REFUSE / RECYCLING

The proposals for recycling bin storage must be in line with Manual for Streets MfS 6.8.9 residents should not be required to carry waste more than 30m and be within 25m of the kerbside/bin collection point.

Construction Method Statement (CMS) – Driveway Installation at Beechwood Close

Due to the nature of the excavation works required for installing a driveway, it is essential that a **Construction Method Statement (CMS)** is submitted. This is

particularly important for Beechwood Close, a cul-de-sac, where access and space are limited.

Key Requirements for the CMS:

1. Neighbour Notification:

- The applicant should inform all nearby residents of the **start and end dates** of the works.
- A **contractor contact number** should be provided in case any issues arise during construction.

2. Site Layout Plan:

- A **clear drawing or diagram** must be included showing the construction site and designated working areas.
- This should identify, at a minimum:
 - **Construction vehicle parking area**
 - **Wheel washing facilities**
 - **Material and equipment storage area**

3. Access and Spoil Removal:

- Given the cul-de-sac layout, the CMS should explain how **earth and spoil will be removed** without disrupting resident access or parking.
- Any temporary restrictions or traffic management measures should be clearly outlined.

4. Minimising Disruption:

- The CMS should include steps to **minimise obstruction** to neighbouring properties.
- Working hours should be reasonable and comply with local regulations.

CONCLUSION

Should the LPA be minded to approve the application please note the above **conditions and informatives**. This level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity, therefore; the highway authority would not wish to restrict the grant of planning permission.