

CON1) Prior to the commencement of the development hereby permitted a plan should be submitted which shows two vehicle parking bays of 2.5m x 5.0m in accordance with Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024) Part 4 Chapter 6 Table 11.9 and approved in writing by the Local Planning Authority. Prior to first occupation the approved scheme shall be fully implemented and thereafter retained for this purpose.

Reason: To ensure the provision of adequate vehicle parking that meets the needs of occupiers of the proposed development in accordance with Policies 1 and 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. 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:

Access arrangements to the site.

Traffic management requirements.

Construction and storage compounds

Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.

Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding which must be kept within the site boundary, pedestrian routes and remaining road width for vehicle movements

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).

INFORMATIVES

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 website:

<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 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:

<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) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made-up carriageway, or any or other debris on a highway to the interruption of any highway user. 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 and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN4) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

AN5) 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 a two-storey side extension and single storey rear extension following demolition of existing outbuildings. Insertion of solar panels to existing rear roofslope. Installation of front hardstanding and provision of two parking spaces. Creation of vehicular access off Wilshire Crescent. Associated landscaping.

Context:

Wilshire Crescent is an unclassified local access road and provides a local access function in the road hierarchy. Wilshire Crescent is highway maintainable at public expense. A 30mph speed limit applies. On Hertfordshire County Council's Place and Movement network Wilshire Crescent is classed as P2/M1 (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 Wilshire Crescent 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)
- Hertfordshire County Council's Residential Dropped Kerb Policy

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: IHL/216/WCH/01-04, 5A, 6A, 7A, 8A, and Planning Statement.

Parking: The LPA shall be responsible for assessing the proposed development against local parking standards and to satisfy for itself that any level of parking it requires can be achieved within the boundary of the site and not overhang the highway, including the highway footway / grass verge / vehicle crossover. The Highway Authority would observe the following. Drawing Ref-(02) illustrates two parking spaces. Space adjacent to no 4 is 5 x 2.4m the second space is 5 x 2.5.

Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024) Part 4 Chapter 6 Table 11.9 states a standard space (unobstructed) is 5m x 2.5m. Please see condition 1 above.

ACCESS

Drawing Ref-(02) illustrates a proposed dropped kerb which is acceptable

For a new dropped kerb, you will get a maximum of 4 flat kerbs (3.6m). You will also get one or two ramped kerbs depending on your property. We will not install any more than 4 flat kerbs for a single property. Please see Informative 5 above.

VISIBILITY

Drawing Ref-(02) illustrates vehicle-to-vehicle inter-visibility and pedestrian have an acceptable level of visibility and accords with the principles found in Hertfordshire's Place & Movement Planning Design Guide Part 4 Chapter 6 section 18.1, page 70.

EMERGENCY ACCESS

Consistent with the National Planning Policy Framework (2023), paragraph 116 (d), applications for development should allow for access by emergency vehicles. Guidance is set out in Manual for Streets (MfS) (6.7.2). HCC's Place and Movement Planning Design Guide (P&MPDG) (Part 2 Chapter 4). Requirements are set out in the Building Regulations: Fire Safety Approved Document B, Vol 1, Dwellings, 2010 (as subsequently amended). Access for a pumping appliance should be provided to within 45m of a single dwelling house (and within 45m of all points within the dwelling house). As far as it can be reasonably ascertained from submitted plans, the proposed development would be within the recommended emergency vehicle access distance from the highway.

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 MANAGEMENT STATEMENT

It is important that a CMS is provided considering the nature of the residential area. The statement must have or be shown as a drawing of the construction site and the dedicated areas within. Please see condition 2

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.