

PLANNING COMMITTEE – 21 JANUARY 2021

PART I - DELEGATED

6. 20/2372/FUL - Erection of gates and fencing at SITE OF AVIEMORE, 65 LOWER ROAD, CHORLEYWOOD, WD3 5LA (DCES)

Parish: Chorleywood Parish Council

Ward: Chorleywood South & Maple Cross

Expiry of Statutory Period: 06.01.2021
(Extension of Time Agreed 26.01.2021)

Case Officer: Scott Volker

Recommendation: That Planning Permission be Granted.

Reason for consideration by the Committee: This application is brought before the Committee as it has been called-in by the Parish Council for the reasons set out at Paragraph 4.1.1.

1 Relevant Planning History

1.1 W/3111/73 – Proposed development of 5 terraced houses – Refused September 1973.

1.2 8/317/74 – Re-building of outbuildings as extension to house – Refused August 1974.

1.3 8/639/74 – Extension to dwelling – Permitted November 1974.

1.4 18/2423/FUL – Demolition of existing detached bungalow and garage and erection of a two storey detached building with further accommodation in the roof space containing 9 apartments (8x 2-bed and 1x 3-bed), modified vehicular access, forecourt parking, refuse and cycle storage and amenity space – Refused February 2019 for the following reasons:

R1: The proposed development by reason of its siting, scale and design would appear at odds with the prevailing character of the surrounding area and would be a cramped form of development which would have a detrimental impact on the character and appearance of the area. The bulk and massing of the proposed residential block would be further exacerbated by its excessive height and flat roofed design. The development would therefore be contrary to Policies CP1, CP3 and CP12 of the Core Strategy (adopted October 2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

R2: In the absence of an agreement under the provisions of Section 106 of Town and Country Planning Act 1990, the development would not contribute to the provision of affordable housing. The proposed development therefore fails to meet the requirements of Policy CP4 of the Core Strategy (adopted October 2011) and the Affordable Housing Supplementary Planning Document (approved June 2011).

R3: The proposed development would result in an unneighbourly form of the development by virtue of to the detriment of the residential amenities of the occupiers of Wroxtton and would fail to provide adequate and useable amenity space for future occupiers to the detriment of their residential amenities. The proposed development would therefore be contrary to Policy CP12 of the Core Strategy (adopted October 2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

R4: The proposed development would increase the parking demand for the site and would fail to provide sufficient parking to meet the demands arising from the proposed development. The development would therefore place additional pressure on the existing parking provision serving the area exacerbating parking pressures which would lead to

conditions prejudicial to highway safety. It has also not been demonstrated that there would be safe and adequate means of access so as to ensure there would be no harm to the safe movement and free flow of highways users. As such, the proposal would be contrary to Policies CP10 and CP12 of the Core Strategy (adopted October 2011) and Policy DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

An appeal was lodged and subsequently dismissed in October 2019 referenced APP/P1940/W/19/3229495.

- 1.5 19/0337/FUL - Demolition of existing detached bungalow and garage and erection of a two storey detached building with further accommodation in the roof space containing 7 apartments (7 x 2-bed), modified vehicular access, forecourt parking, refuse and cycle storage and amenity space – Refused April 2019 for the following reasons:

R1 The proposed development by reason of its siting, scale and design would appear at odds with the prevailing character of the surrounding area and would be a cramped form of development which would have a detrimental impact on the character and appearance of the area. The bulk and massing of the proposed residential block would be further exacerbated by its excessive height and flat roofed design. The development would therefore be contrary to Policies CP1, CP3 and CP12 of the Core Strategy (adopted October 2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

R2 The proposed development would increase the parking demand for the site and would fail to provide sufficient parking to meet the demands arising from the proposed development. The development would therefore place additional pressure on the existing parking provision serving the area exacerbating parking pressures to the detriment of residential amenity. The development would therefore be contrary to Policies CP1, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1, DM13 and Appendix 5 of the Development Management Policies document (adopted July 2013).

An appeal was lodged and subsequently allowed in October 2019 referenced APP/P1940/W/19/3229497. Works have commenced and the site is currently being developed.

- 1.6 19/1053/CLPD - Certificate of Lawfulness Proposed Development: Single storey side and rear extensions, and provision of front, side and rear dormer windows – Permitted July 2019; not implemented.

- 1.7 19/1180/FUL - Demolition of detached bungalow and garage and erection of a terrace of 4 x 4 bed two storey dwellings with accommodation in the roof space, modified vehicular access, forecourt parking, refuse and cycle storage and amenity space – Refused October 2019 for the following reason:

R1 The proposed development, in the absence of a formal mechanism in perpetuity to prevent the removal of and ensure the maintenance and replacement in the event of ill-health/death of the existing boundary screening after a five year period following implementation, would appear as a dominant and unneighbourly development which would be out of character with this part of Chorleywood. The proposal would result in harm to the amenities of neighbours and character of the area, and would be contrary to Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

An appeal was initially lodged however, it was later withdrawn by the applicant.

2 Description of Application Site

- 2.1 The application site is located on the north east side of Lower Road in Chorleywood, to the rear of the street fronting dwellings and was previously occupied by a detached bungalow and ancillary garage. The bungalow and garage have since been demolished following the grant of planning permission 19/0337/FUL on appeal and works are ongoing to construct a flatted development containing 7 x 2-bed apartments. The site is served by an access track located between Nos.63 and 67 Lower Road (also known as Railway Cottage and St Keyne respectively). The site has an area of approximately 1800sq. meters including the access track.
- 2.2 The character of this part of Lower Road leading towards Quickley Lane is varied with a combination of detached, semi-detached and terraced residential properties. Generally the dwellings have a painted white rendered exterior with the odd exception which are facing brick or pebble dash rendered. Some of the properties have private driveways but most have small front gardens enclosed by low level brick walls, fencing and hedging. Further north along Lower Road the character is a mix of residential and commercial premises and local services including Chorleywood Library.

3 Description of Proposed Development

- 3.1 Full planning permission is sought for the erection of front entrance gates and fencing across the access into the flatted development.
- 3.2 The proposed gates, associated fencing and posts would comprise metal railings painted black and would generally have a height of 1.8 meters; although the design of the gates are such that they would have a maximum height of 2.3 meters at the centre point. The gates would be set back 8 meters from the highway (Lower Road), aligned with the front elevation of the neighbouring houses, and would open inwards.

4 Consultation

4.1 Statutory Consultation

4.1.1 Chorleywood Parish Council: [Objection]

The Committee had Objections with this application on the following grounds and with to CALL IN, unless the Officers are minded to refuse this application.

Should the plans change or our Objections have been addressed, please advise the Parish Council so our comments can be amended.

The proposed development is located within Lower Road and the proposed gates is completely out of keeping with the street scene. The proposed gates are ostentatious.

The landscaping needs to be finished to a high specification, the proposed gate would conflict with the proposed landscaping ensuring the car parking is screened by soft landscaping. It is considered that gates are not necessary, however if gates are considered necessary, the application should be revised to provide 5 bar wooden gate that is in keeping with the character of the area.

4.1.2 Hertfordshire County Council – Highway Authority: [No objection subject to conditions]

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:

1. Prior to the first occupation /use of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards, set

back, and thereafter retained a minimum distance of 6 (may be reduced to 5.5) meters from the edge of the highway.

Reason: To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened and/or closed in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Highway Informatives

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

AN 1) 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.

AN 2) 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.

AN 3) 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

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

Comments

The proposal is for the erection of gates and fencing at the entrance to Aviemore, 65 Lower Road, Chorleywood. The site consists of a long private drive leading to the residential dwellings at the rear. The gate and fencing are set back 8 meters from the highway network and are unlikely to interfere with such network. Therefore HCC deems the gates to not have an adverse impact on highway safety.

HCC would note that any form of restricted access would need to be handed to the emergency service departments so they can have easy access in case of an emergency.

4.1.3 London Underground Infrastructure Protection: [No comments to make]

4.1.4 National Grid: [No response received]

4.1.5 Landscape Officer: [No response received]

4.2 Public/Neighbour Consultation

4.2.1 Number consulted: 13

4.2.2 No of responses received: 3 objections, 0 letters of support

4.2.3 Site Notice: Posted 14.11.2020 Expired 05.12.2020

4.2.4 Summary of Responses:

- Not in keeping with local area
- Gates are offensive and not appropriate
- Gates serving lower value properties not high value
- Check viability of scheme if gates are installed to raise value of development
- No justification for the gates
- Attempt to elevate perceived value of development
- Poor precedent for Chorleywood's High Street
- Gates are obtrusive and ugly
- Cause traffic problems
- Prevent free movement of wild and domesticated animals

4.2.5 Officer Comment:

With regards to development viability, this application is solely for the gates and not the flatted development which has been already approved and found not to be viable to contribute towards affordable housing. Viability cannot be re-tested as part of this planning application.

With regards to the purpose of the gates, no justification is required to be provided. Officers are required to assess whether the development would be acceptable in planning terms. Officers cannot question the requirements for the gates.

Finally, value of a property is not a material planning consideration when assessing an application.

5 Reason for Delay

5.1 None.

6 Relevant Planning Policy, Guidance and Legislation

6.1 National Planning Policy Framework and National Planning Practice Guidance

In 2019 the new National Planning Policy Framework was published. This is read alongside the National Planning Practice Guidance (NPPG). The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another. The NPPF is clear that "existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework".

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to

communities'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

6.2 The Three Rivers Local Development Plan

The application has been considered against the policies of the Local Plan, including the Core Strategy (adopted October 2011), the Development Management Policies Local Development Document (adopted July 2013) and the Site Allocations Local Development Document (adopted November 2014) as well as government guidance. The policies of Three Rivers District Council reflect the content of the NPPF.

The Core Strategy was adopted on 17 October 2011 having been through a full public participation process and Examination in Public. Relevant policies include Policies CP1, CP9, CP10 and CP12.

The Development Management Policies Local Development Document (DMLDD) was adopted on 26 July 2013 after the Inspector concluded that it was sound following Examination in Public which took place in March 2013. Relevant policies include DM1, DM6, DM10 and DM13 and Appendices 2 and 5.

At a meeting of Full Council on Tuesday 20th October 2020, the Council agreed that the Chorleywood Neighbourhood Development Plan (Referendum Version, August 2020) should proceed to referendum on 6 May 2021 (as required by Local Government and Police and Crime Commissioner (Coronavirus) (Postponement of Elections and Referendums) (England and Wales) Regulations 2020). A Decision Statement was subsequently published on 21 October. In accordance with Planning Practice Guidance relating to Neighbourhood Planning, the Chorleywood Neighbourhood Development Plan can now be given significant weight in decision making, so far as the plan is material to the application. Policy 2 is relevant to the current proposal.

6.3 Other

The Community Infrastructure Levy (CIL) Charging Schedule (adopted February 2015).

The Localism Act received Royal Assent on 15 November 2011. The growth and Infrastructure Act achieved Royal Assent on 25 April 2013.

The Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2010, the Natural Environment and Rural Communities Act 2006 and the Habitat Regulations 1994 may also be relevant.

7 **Planning Analysis**

7.1 Impact on Character and Street Scene

7.1.1 Policy CP1 of the Core Strategy seeks to promote buildings of a high enduring design quality that respect local distinctiveness and Policy CP12 of the Core Strategy states that development should 'have regard to the local context and conserve or enhance the character, amenities and quality of an area'.

7.1.2 Policy CP12 of the Core Strategy (Design of development) states that development proposals must make efficient use of the land whilst respecting the distinctiveness of the surrounding area in terms of density, character, layout and spacing, amenity, scale, height, massing and building materials.

- 7.1.3 Policy 2 of the Chorleywood Neighbourhood Development Plan states that all development should seek to make a positive contribution to the 'street scene' by way of frontage, building line, scale and design.
- 7.1.4 Within the vicinity of the application site along Lower Road, the frontages of the residential properties comprise small front gardens enclosed by a mix of low level brick walls, timber fencing and hedging. The application site is recognisably different in character given that it is a form of back land development and thus unusual in the context of this part of Lower Road. Whilst the aforementioned front boundary treatments are the main character of Lower Road, the application site (and therefore its access) are notably different to the rest and therefore can be viewed independently. Furthermore, the access point to the recently approved flatted development is an existing access point albeit it has been widened, there has been an access track in this location for a substantial period of time and therefore although the track does not reflect the majority of the surrounding development it is nevertheless part of the character of the this part of Lower Road. Therefore, whilst it is acknowledged that there are no examples of metal entrance gates within the street scene, the proposed gates and fencing would be set back from the highway by 8 meters, broadly in line with the front building line of the neighbouring houses, which would reduce their visual prominence in the context of the street scene. Furthermore, the gates and fencing would be metal railings which would allow views through to the rear of the site and as such would retain a relatively open appearance to the site frontage. Finally, an additional plan was provided by the applicant confirming that soft landscaping would be planted in accordance with the approved Landscape Master Plan (Drawing Number 1, dated 14/02/19) of application 19/0337/FUL and is secured by condition 8 of the planning permission. This would aid to soften the appearance of the gates and fencing along the boundaries of the access and therefore it is not considered that the proposed development would result in any harm to the character and appearance of the street scene and as such would be acceptable.
- 7.1.5 In summary whilst it is acknowledged that concerns regarding the principle and design of the development have been raised, it is not considered that the proposed development would result in an adverse impact on the character or appearance of the application site, street scene or area and the proposal would be acceptable in accordance with Policies CP1 and CP12 of the Core Strategy, Policy DM1 and Appendix 2 of the Development Management Policies document and Policy 2 of the Chorleywood Neighbourhood Development Plan.
- 7.2 Impact on amenity of neighbours
- 7.2.1 Policy CP12 of the Core Strategy states that development should 'protect residential amenities by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space'. Policy DM1 and Appendix 2 of the Development Management Policies document set out that development should not result in loss of light to the windows of neighbouring properties and should not be excessively prominent in relation to adjacent properties.
- 7.2.2 Due to the nature of the development and the location of the proposed gates and fencing relative to the neighbouring dwellings and the approved flats at this site it is not considered that they would appear prominent so as to cause any harm to the surrounding neighbours through appearing overbearing to neighbouring properties or to cause loss of light.
- 7.2.3 As such, it is not considered that the proposed development would result in any significant adverse impact on neighbouring amenity and the development would be acceptable in accordance with Policy CP12 of the Core Strategy (adopted October 2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).
- 7.3 Wildlife and Biodiversity

7.3.1 Section 40 of the Natural Environment and Rural Communities Act 2006 requires Local Planning Authorities to have regard to the purpose of conserving biodiversity. This is further emphasised by regulation 3(4) of the Habitat Regulations 1994 which state that Councils must have regard to the strict protection for certain species required by the EC Habitats Directive. The Habitats Directive places a legal duty on all public bodies to have regard to the habitats directive when carrying out their functions.

7.3.2 The protection of biodiversity and protected species is a material planning consideration in the assessment of this application in accordance with Policy CP9 of the Core Strategy and Policy DM6 of the Development Management Policies document. National Planning Policy requires Local Authorities to ensure that a protected species survey is undertaken for applications where biodiversity may be affected prior to the determination of a planning application. A Biodiversity Checklist was submitted with the application and states that no protected species or biodiversity interests will be affected as a result of the application.

7.4 Highways, Access and Parking.

7.4.1 Core Strategy Policy CP10 requires development to provide a safe and adequate means of access and to make adequate provision for all users, including car parking. Policy DM13 and Appendix 5 of the Development Management Policies document set out parking standards.

7.4.2 The proposed development is for new entrance gates and alterations to the existing driveway as such Hertfordshire Highways were consulted on the proposed development who raised no objection subject to the inclusion of a condition requiring that the gates are installed to open inwards prior to their first use and thereafter retained a minimum distance of 6 (may be reduced to 5.5) meters from the edge of the highway. The Highway Officer also suggested a number of informatives which would be attached to any consent. A condition is attached to this recommendation, requiring the gates to be installed 8m back from the highway as shown on the proposed plans, and to be inward opening.

7.4.3 The proposed development would not alter the parking arrangement of the site.

7.4.4 The proposal is therefore acceptable in accordance with Policy CP10 of the Core Strategy (adopted October 2011) and Policy DM13 and Appendix 5 of the Development Management Policies document (adopted July 2013).

7.5 Trees

7.5.1 The proposed development would not require the removal of any trees. Landscaping to the boundaries of the access would occur as per the Landscape Master Plan (Drawing Number 1, dated 14/02/19) of application 19/0337/FUL and is secured by condition 8 of the aforementioned planning permission.

8 Recommendation

8.1 That PLANNING PERMISSION BE GRANTED subject to the following conditions:

C1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990 and as amended by the Planning and Compulsory Purchase Act 2004.

C2 The development hereby permitted shall be carried out in accordance with the following approved plans: 11953/P02, 20/101/70, 20-101-201 REV-A

Reason: For the avoidance of doubt and in the proper interests of planning and in accordance with Policies PSP2, CP1, CP2, CP3, CP4, CP8, CP9, CP10 and CP12 of

the Core Strategy (adopted October 2011), Policies DM1, DM4, DM6, DM10, DM13 and Appendices 2 and 5 of the Development Management Policies LDD (adopted July 2013) and Policy Chorleywood Neighbourhood Development Plan (adopted August 2020).

- C3 Prior to the first use of the development hereby permitted the access gates shall be installed in the location shown on Drawing 20/101/201 Rev A, hung to open inwards and permanently maintained as such thereafter.

Reason: To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened and/or closed in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and Policy CP10 of the Core Strategy (adopted October 2011).

8.2 **Informatives:**

- I1 With regard to implementing this permission, the applicant is advised as follows:

All relevant planning conditions must be discharged prior to the commencement of work. Requests to discharge conditions must be made by formal application. Fees are £116 per request (or £34 where the related permission is for extending or altering a dwellinghouse or other development in the curtilage of a dwellinghouse). Please note that requests made without the appropriate fee will be returned unanswered.

There may be a requirement for the approved development to comply with the Building Regulations. Please contact Hertfordshire Building Control (HBC) on 0208 207 7456 or at buildingcontrol@hertfordshirebc.co.uk who will be happy to advise you on building control matters and will protect your interests throughout your build project by leading the compliance process. Further information is available at www.hertfordshirebc.co.uk.

Community Infrastructure Levy (CIL) - Your development may be liable for CIL payments and you are advised to contact the CIL Officer for clarification with regard to this. It is a requirement under Regulation 67 (1), Regulation 42B(6) (in the case of residential annexes or extensions), and Regulation 54B(6) (for self-build housing) of The Community Infrastructure Levy Regulations 2010 (As Amended) that a Commencement Notice (Form 6) is submitted to Three Rivers District Council as the Collecting Authority no later than the day before the day on which the chargeable development is to be commenced. DO NOT start your development until the Council has acknowledged receipt of the Commencement Notice. Failure to do so will mean you will lose the right to payment by instalments (where applicable), lose any exemptions already granted, and a surcharge will be imposed.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

Where possible, energy saving and water harvesting measures should be incorporated. Any external changes to the building which may be subsequently required should be discussed with the Council's Development Management Section prior to the commencement of work.

- I2 The Local Planning Authority has been positive and proactive in its consideration of this planning application, in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development

Management Procedure) (England) Order 2015. The Local Planning Authority suggested modifications to the development during the course of the application and the applicant submitted amendments which result in a form of development that maintains/improves the economic, social and environmental conditions of the District.

- 13 The applicant is reminded that the Control of Pollution Act 1974 allows local authorities to restrict construction activity (where work is audible at the site boundary). In Three Rivers such work audible at the site boundary, including deliveries to the site and running of equipment such as generators, should be restricted to 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays and Bank Holidays.

- 14 Highway Informative:

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.

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

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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

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