



THE TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992

Application for planning permission for Hertfordshire County Council

File Report for Delegated Approval

APPLICATION NUMBER: PL/0482/25

SITE REFERENCE: CC0849

Description of development: Full planning permission for the change of use from class C3 to C2 childrens care home, single storey front extension and boundary alterations,

Site: 15 Clothall Road, Baldock, Hertfordshire, SG7 6PB

1. Site and surroundings

- 1.1 The application site consists of a 4-bedroom, 2 storey, detached building located on the west side of Clothall Road, in Baldock¹. 15 Clothall Road is a detached dwelling with a hipped roof. The property is built in a 1930's style with two storey bay front windows and a hipped main roof running transverse to the front elevation.

Existing elevations



¹ At the 2011 census the population of Baldock (defined as the unparished area) was 10,280, and there were 4,491 dwellings in the town <https://www.north-herts.gov.uk/sites/default/files/2022-12/North%20Hertfordshire%20Local%20Plan%202011-2031.pdf>



- 1.2 The existing ground floor is currently laid out as a living room, kitchen, dining room, bathroom and a bedroom. At first floor level there is a further three bedrooms and a family bathroom.

Existing floor plans



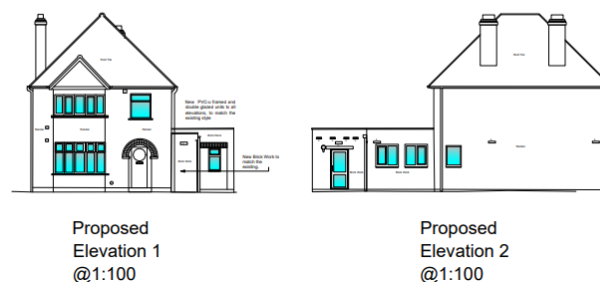
- 1.3 The house is set back from the road with a low brick wall boundary and mature landscaping. There is an existing cross over providing access for vehicles and pedestrians.
- 1.4 The Design and Access (DAS) confirms the building is not listed and is located outside the Baldock Conservation Area. The property is not within an area of archaeological significance. There are no known tree preservation orders, protected species or habitats present.
- 1.5 Clothall Road consists mainly of detached dwellings. The surrounding area includes terraced houses on Thurnall Road. There is a telephone exchange opposite the site. Hartsfield Junior Mixed and Infant School is located a short distance walk on the opposite side of Clothall Road.
- 1.6 The site is within walking distance of the High Street (0.5kms). Baldock Station is 0.6kms away and provides overland connections to London Kings Cross and Cambridge. Four bus routes connect the town with surrounding settlements.

2. Background

- 2.1 The proposed change of use would allow the home to be used to accommodate two children aged 7 - 18 years, the duration of their stay lead by their individual needs. There will be a minimum of two members of staff at all times.
- 2.2 Of the 4 bedrooms, two will be used by children, the third bedroom for staff accommodation, and the fourth smaller bedroom for second bedroom or sensory playroom. The downstairs rooms will provide communal spaces to include a living room, snug, dining room and kitchen. The proposals do not include any special adaptations to the property which can be readily accommodate the proposed C2 use.
- 2.3 Externally there are no significant alterations to the main elevations. The rear garden will be unaltered. The mature boundary landscaping will be retained.
- 2.4 The property is currently vacant but was previously used as an adult care home. However, there is no planning permission recorded for a C2, hence the current application for a change of use.

3. Proposed development

- 3.1 The application seeks permission for the change of use of 15 Clothall Road from C3 residential use to C2 care home use and associated works.
- 3.2 The single storey front extension is to the right side of the property and measures approximately 1.2m x 0.9m. The extension will create an internal corridor to access the downstairs bedroom. The materials will match the existing dwelling.





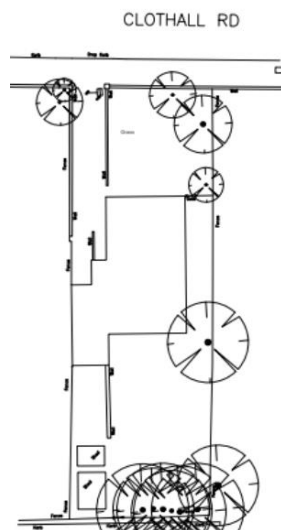
Proposed
Elevation 3
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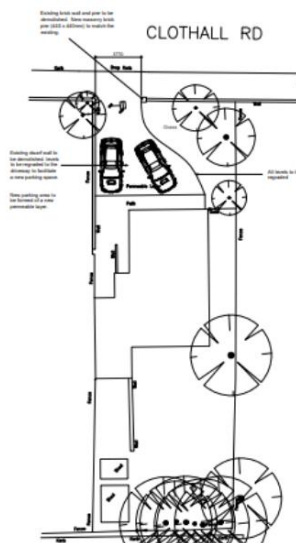
Proposed
Elevation 4
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- 3.3 The alterations to the front brick wall would improve the size of the opening for vehicles to enter and exit the site safely. An additional parking space is proposed by enlarging the existing hardstanding area.

Existing



Proposed



- 3.4 The proposed development would not impact a priority habitat and impacts less than 25 square metres of on-site habitat and is therefore an exemption from the requirements to provide a minimum 10% Biodiversity Net Gain².

4. Statutory Consultations

- 4.1 The consultations were sent on 04th August 2025 to North Herts District Council, The Highway Authority, Hertfordshire Ecology. Any comments submitted are recorded below:
- 4.2 North Herts District Council no comments received.
- 4.3 The Highway Authority raises no objection to the proposal, subject to the recommended conditions.

² [Biodiversity net gain: exempt developments - GOV.UK](https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments)

Conditions

1. Approval of amended vehicular site access prior to occupation
2. Provision of EV charging points and cycle parking provision prior to occupation

Highway informatives

- Storage of materials
- Obstruction of highway
- Road deposits

Highway comments

- The site is located on Clothall Road (A507), which is classified as a Main Distributor Road with a 30mph speed limit.
- The site is a sustainable location as it is well connected via public transport. Vehicle access to the site via a dropped kerb from the public highway is already established.
- The proposals include widening the access at the site boundary, regrading internal site levels, and creating a new parking space at the front of the property. These on-site improvements will enhance safety for both pedestrians and vehicles exiting and entering the site.
- The submitted planning statement confirms that the proposed care home will accommodate two children aged 7 to 18 years, with the duration of their stay determined by individual needs. A minimum of two staff members will be present at all times. The proposal includes an increase in on-site parking provision from one to two spaces. The determination of the adequacy of parking provision is a matter for the Local Planning Authority.
- In any event, Electric Vehicle (EV) charging points and on-site cycle parking facilities should be provided and a planning condition is recommended to secure these provisions.
- The level of vehicular trips associated with the proposed change of use is not expected to significantly increase. As such, the development is unlikely to have a noticeable impact on the operation of the local highway network.

Third-party representations

- 4.4 The application was advertised by site notice and letters to 87 properties in the vicinity of the site, including Clothall Road, Icknield Court, Thurnall Close, Grosvenor Road, Riddell Gardens, and The Twitchell.
- 4.5 There has been 4 responses, 2 of which raise objections and 2 raise concerns in relation to the height and condition of Fir trees at the rear of 15 Clothall Road. The summary is as follows:

Unsuitable location for an institutional use

- The proposed development is located in a quiet residential street surrounded by family homes. The introduction of a C2 use, involving multiple unrelated children in care and staff on a rotating basis, represents a significant departure from the character and use of the area. The neighbourhood is clearly designed for domestic family life not institutional or semi-commercial uses. Introducing a care home of this nature could erode the residential character of the street.

Character of the area

- 15 Clothall Road has been empty for a number of years. This house is on a busy A-road directly opposite a school. Has been any consideration for locating this home not only for the children who will live there, but also for the impact on the school families who walk past each day to the school opposite.

Safety and Security

- Concerns about are a material consideration in C2 applications. Childrens care homes may understandably house young people with complex needs or histories of behavioural challenges. This is not a judgement, but it is a real operational consideration. If any of the future residents have needs that result in challenging or disruptive behaviour, this could lead to increased police call outs or incidents that are distressing for neighbours, particularly for young children living nearby. We have seen this with the recent hotel in the high street. The possibility of unauthorised absences or antisocial behaviour which have been documented in other care home settings nationally is a real concern for me and other residents with young families. Such risks must be weighed carefully when placing vulnerable individuals in a setting that is also home to many vulnerable young children.

Insufficient information

- The application lacks detail about the type of care being provided, the number of children who would be accommodated, the daily operations and visiting professionals. Without this clarity, it's impossible to accurately assess the full impact of this development. As a local resident, I feel it's unreasonable to expect the public to support such a significant change without clear/transparent information.

Noise and disturbance

- A standard residential home (class C3) has a predictable and limited pattern of activity. A C2 children's care home will likely involve: multiple staff working in shifts, possibly with handover meetings or overnight cover attract visitors and professionals throughout the day

result in more activity in outdoor areas which may generate elevated levels of noise could introduce the potential for significant disturbance, especially for families with young children who may be affected by changes in background noise levels at different times of day.

Increased parking pressure and traffic

- A care home will require staff parking, as well as visits from health professionals, social workers, inspectors and potentially transport providers. This creates a significantly higher level of vehicle movement and parking need than a standard household. Given that the proposed site is located in a residential area with limited street parking and frequent pedestrian activity (including many young children due to the proximity of Hartsfield school) I am concerned about parking congestion, safety risks and obstruction of sightlines and driveways. The application does not adequately explain how increased traffic and parking demand would be managed.

Precedent

- Approval of this application could set a precedent for converting other homes in the area into institutional uses. Over time this could lead to an undesirable precedent.

Amenity

- The application lacks detail regarding the proposed single storey front extension and boundary alterations, in terms of scale, visual impact, how the extension may affect light or privacy, and whether boundary changes e.g. high fences/secure gates would make the property appear more institutional and out of character with surrounding homes. Additionally, the design and appearance should be assessed in terms of its impact on the visual amenity of the street.

Trees

- The trees at the end of the garden at number 15 are excessively tall and have long provided a possible hazard to neighbours in Thurnall Close and indeed number 15 during periods of high wind. These should be replaced by slower growing deciduous trees to improve the environmental impact. When replacing the front wall and street light, discuss steps to mitigate potential problems with myself at number 17, as the wall is contiguous with ours
- The fir trees at the rear of 15 Clothall Road tower more than double the height of houses in The Tene and significantly deprive us of light in our property and garden. They are totally overgrown to the extent that they are really not suitable for a residential area. I believe they present a risk to nearby buildings and people in the event of a storm, and their roots may be compromising local drainage systems. An

expert evaluation should be completed of the risks and impact of retaining the trees as they are now. More suitable residential planting should be used or, as a minimum, the current firs must be lopped/pruned back significantly and then repeatedly each year to keep them in check.

5. Planning law and policy

5.1 Legislation

Planning and Compulsory Purchase Act 2004 -

Section 38(6) If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless other considerations indicate otherwise.

Town and Country Planning Act 1990 –

Section 70(2) In dealing with an application for planning permission in principle the authority shall have regard to (a) the provisions of the development plan, so far as material to the application. (b) any local financial considerations, so far as material to the application, and (c) any other material considerations.

5.2 Development Plan

The Development Plan consists of:

- The North Hertfordshire Local Plan 2011-2031 (November 2022)
- Hertfordshire Minerals Local Plan 2007
- Hertfordshire Waste Development Framework, including
- Waste Core Strategy and Development Management Policies DPD November 2012
- Waste Site Allocations DPD July 2014

5.3 Other relevant planning policy documents

- North Herts District Council Infrastructure Delivery Plan to support the North Hertfordshire Local Plan 2011 - 2031

5.4 Supplementary Planning Documents

- Sustainability (September 2024)
- Vehicle Parking Provision at New Developments (September 2011)
- Design (July 2011)
- Baldock, Bygrave and Clothall Neighbourhood Plan Design Guidelines (2019)

5.5 Relevant Policies

North Hertfordshire Local Plan 2011-2031 (November 2022)

- SP8 Housing
- T2 Parking
- HS3 Housing Mix
- HS6 Supported Sheltered and Older Persons Housing
- D1 Sustainable Design
- D3 Protecting living conditions
- NE2 Landscape
- ETC7 Community Facilities of the Local Plan

Policy SP8: Housing

Over the period 2011-2031, housing growth will be supported across the District. We will:

- a) Release sufficient land to deliver at least 11,600 net new homes for North Hertfordshire's own needs;
- b) Provide additional land within the Luton HMA for a further 1,950 net new homes;
- c) Deliver these homes through the sites and allowances identified in this Plan;
- d) Maintain a five-year housing land supply and target the completion of 20% of new homes over the plan period on previously developed land;
- e) Seek to provide long-term certainty;
- f) Support a range of housing tenures, types and sizes; and
- g) Provide at least 350 bed spaces in suitable, supported accommodation to meet the needs of those who cannot live in their own home

Policy T2: Parking

Planning permission will be granted provided that:

- a) Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;
- b) Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;
- c) Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;
- d) Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.

Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.

Policy HS3: Housing mix

Planning permission for new homes will be granted provided that:

- a) An appropriate range of house types and sizes are provided taking into account:
 - i. the overall targets of this plan;
 - ii. the findings of the most up-to-date evidence including the most recent Strategic Housing Market Assessment, the Council's Self Build Register and other relevant evidence of housing need;
 - iii. the location and accessibility of the site; and
 - iv. recent completions, existing permissions and sites in the five year supply; and
- b) The scheme would provide a density, scale and character of development appropriate to its location and surroundings.

Policy HS4: Supported, sheltered and older persons housing

Planning permission for sheltered and supported housing in uses classes C2 and C3 will be granted provided that:

- a) there is good access to local services and facilities;
- b) the site is well served by public transport;
- c) appropriate levels of on-site landscaping, amenity space and car parking (for residents, visitors and staff) are provided; and
- d) it would accord with Policy HS3(b).

Planning permission for residential developments of 100 units or more will be granted provided that an element of accommodation within Use Class C3 for older persons housing is included under the requirements of Policy HS3(a) where this would be consistent with criteria (a) to (d) above.

Policy D1: Sustainable design

Planning permission will be granted provided that development proposals:

- a) Respond positively to the site's local context;
- b) Take all reasonable opportunities, consistent with the nature and scale of the scheme, to:
 - i. create or enhance public realm;
 - ii. optimise the potential of the site by incorporating Sustainable Drainage Systems (SuDS);
 - iii. reduce energy consumption and waste;
 - iv. retain existing vegetation and propose appropriate new planting;

- v. maximise accessibility, legibility and physical and social connectivity both internally and with neighbouring areas;
 - vi. future proof for changes in technology and lifestyle;
 - vii. design-out opportunities for crime and anti-social behaviour; and
 - viii. minimise the visual impact of street furniture and parking provision.
- c) Have regard to the Design SPD, and any other relevant guidance

Policy D3: Protecting living conditions

Planning permission will be granted for development proposals which do not cause unacceptable harm to living conditions. Where the living conditions of proposed developments would be affected by an existing use or the living conditions of an existing development would be affected by a proposed use, the Council will consider whether there are mitigation measures that can be taken to mitigate the harm to an acceptable level. If the Council is not satisfied that mitigation proposals would address the identified harm, development proposals will not be permitted.

Policy NE2: Landscape

Planning permission will be granted for development proposals that:

- a) Respect the sensitivities of the relevant landscape character area and have regard to the guidelines identified for built development and landscape management;
- b) Do not cause unacceptable harm to the character and appearance of the surrounding area or the landscape character area in which the site is located, taking account of any suitable mitigation measures necessary to achieve this;
- c) Are designed and located to ensure the health and future retention of important landscape features; and
- d) Have considered the long-term management and maintenance of any existing and proposed landscaping.

Hertfordshire Local Transport Plan 4

Policy 1	Transport User Hierarchy
Policy 3	Travel Plans and Behavioural Change
Policy 4	Demand Management
Policy 5	Development Management
Policy 6	Accessibility
Policy 7	Active Travel: Walking
Policy 8	Active Travel: Cycling
Policy 9	Buses
Policy 17	Road Safety
Policy 21	Environment

6. Planning issues

6.1 The main planning issues relate to:

- Principle of change of use from C3 to C2;
- Impact on the character of the area;
- Residential amenity;
- Transport; and
- Objections

Principle of change of use

- 6.2 Use Class C3 (Dwelling Houses) are defined³ as property used as a residence by a single person, or by people forming a single household, or six or less residents living together where care is provided. Use Class C2 (Residential Institutions) are defined as residential accommodation and care to people in need of care – residential schools, colleges, training centres, hospitals, or nursing home.
- 6.3 The NHDP⁴ states – ‘Accommodation that is self-contained with only modest levels of care will normally fall within use class C3. Accommodation with greater levels of care, support and / or communal facilities will tend to fall within use class C2. However, the distinction between these uses can be fine’.
- 6.4 NHDP Policy HS4 (Supported, sheltered and older persons housing) supports the grant of planning permission in use classes C2 and C3, provided the site has good access to local services and facilities and is well served by public transport, and the proposal provides appropriate levels of on-site landscaping, amenity space and car parking (for residents, visitors and staff). The density, scale and character of development should be appropriate to its location and surroundings (in accordance with Policy HS3 (Housing mix)).
- 6.5 The proposals will have no significant impact on the appearance of the site, for example, there are no changes proposed to any external elevation, and the application does not seek an extension to the accommodation. The existing dwelling is appropriate to the local area in terms of density, scale and character. The proposal therefore complies with Policies HS3 and HS4 of the NHDP 2022 and the principle of a change of use from C3 to C2 is acceptable in this case.

³ The Town and Country Planning (Use Classes) Order 1987 (As Amended) (England)

⁴ [North Hertfordshire Local Plan 2011-2031.pdf](#) Paragraph: 8.28

Character of the area

- 6.6 The proposal to use 15 Clophill Road for a children's home to accommodate two children aged 7 - 18 years, with two staff on site at all times, is anticipated to generate similar levels of activity and vehicle trips to any other similar sized family home in the area.
- 6.7 The removal of a narrow section of front wall to improve vehicular access would be the only material change to the appearance of the site. The section of wall to be removed is the minimum necessary to improve vehicular access and would not adversely impact the visual appearance of the property.
- 6.8 The proposed change of use would not have any significant adverse impact on the existing character of the area. The use of the site would be appropriate to the location and surroundings, in accordance with Policy HS3.

Residential amenity

- 6.9 NHDP Policy D3: (Protecting living conditions) supports the grant of planning permission for development that would not result in any unacceptable harm to living conditions of existing development, where development may give rise to impacts on the use or living conditions of other properties, consideration will be given to measures that would mitigate harm to an acceptable level.
- 6.10 The application does not propose any extension to the existing property. The existing garden and landscaping would be retained. The proposed change of use and changes to access and parking would not have any significant adverse impacts on neighbouring properties.
- 6.11 The use of land for parking at the front of properties is a common feature of many other houses on Clothall Road. The provision of a larger parking area in front of the house is appropriate to this location and the surrounding area, and it would not harm the living conditions for residents of any existing properties.

Transport

- 6.12 The site is around 400m south-east of the town centre and Baldock Train Station. Several bus routes serve Clothall Road. The site is very accessible by walking, cycling and public transport.
- 6.13 In terms of vehicle trips, the proposed C2 use would generate a similar number of vehicle trips to a typical 4-bedroom family house. Although the property has been vacant for a period of time, the last use of the property for an adult care facility would have accommodated up to four residents at any one time and would have likely generated more vehicle trips than the proposed C2 use for two children.

- 6.14 In terms of parking, North Herts Vehicle Parking at New Development SPD sets minimum parking standards for residential and non-residential uses. The minimum standard for a 4-bedroom dwelling is 2 spaces. For C2 uses the minimum requirement is 1 space per 5 resident bed spaces plus 1 space per 2 staff (non-resident) and 1 cycle space per 5 staff.
- 6.15 Parking on Clothall Road is restricted by double yellow lines, and no parking is available on streets in the vicinity of the site. The nearest public car park is Baldock Station car park (79 spaces) and Brook Street and Twitchel car parks are around 5 to 8 minutes walking time from the site.
- 6.16 The proposal would increase the number of on-site parking spaces in line with the minimum standard (i.e. 2 spaces) and parking is available within a short distance of the site, therefore, the proposed development should not have an adverse impact on the local road network. The Highway Authority seeks the provision of electric vehicle charging and secure cycle storage on site and this can be delivered by condition.

Objections

- 6.17 Character of the area: The existing character of the area comprises large detached homes on a busy road close to the town centre. The proposed change of use involving the care of two children by four staff does not represent a significant departure from the character and use of the area.
- 6.18 Residential amenity: The operation of the children's home would be very unlikely to result in any significant adverse impacts to the detriment of residential amenity. The application includes sufficient information with regards to the small single storey extension at the front of the property and the boundary alterations. The proposed developments are very modest in scale and would have no significant adverse impacts on the appearance of the property and would not affect light or privacy of any adjoining property.
- 6.19 Safety and security: The children will be supervised and staff will be on site at all times to ensure oversight of comings and goings from the property. Whilst fear of crime is capable of being a material consideration, in this instance there is no reason to anticipate antisocial behaviour associated with a small children's home with 24hr on-site staff supervision.
- 6.20 Traffic and parking: There will be a maximum of four staff over a 24hr period operating 12hr shifts. The number of parking spaces is sufficient for the number of staff on duty. There is scope to provide one additional parking within the site if required. The number of trips to the site over a 24hr period is not significantly different to any other 4-bedroom property

in the area. The proposed development is unlikely to result in significant parking congestion or safety to other users of the highway. The Highway Authority is satisfied with the amended access.

- 6.21 Precedent: The proposed change of use is acceptable and would not lead to an undesirable precedent to the detriment of the character of the area. Any similar type of application would be determined on its own merit.
- 6.22 Trees: There are 7 evergreen trees close to the rear boundary of 15 Clothall Road. The boundary itself is marked by a 4ft lap boarded fence. The boundary adjoins the roadway that leads to a block of garages at the rear of properties on Thurnall Close. The trees are opposite the gable wall of the end property on Thurnall Close at a right angle to the front garden. The trees are located to the north of properties on Thurnall Close so will not result in loss of sunlight of these properties. The rear garden of 15 Clothall Road is a sufficient depth that the trees will not affect levels of sunlight reaching the back windows of adjoining properties on Clothall Road for most times of the day throughout the year. It is therefore unlikely that a complaint that these trees are affecting the enjoyment of any home or garden could be sustained.

7. Conclusion

- 7.1 The proposals would have no significant adverse impacts in terms of:
- Need for C2 housing: The change of use of an existing dwelling (formerly used as an adult care home) to a children's home would have a small positive benefit to the supply of C2 homes in line with NHDP Policies HS3 and HS4, although the loss of a potential C3 use means this consideration carries only slight positive weight;
 - The appearance of the site: The existing dwelling is appropriate to the local area in terms of density, scale and character. The proposal complies with Policies HS3 and HS4 and the principle of a change of use from C3 to C2 is acceptable;
 - The existing character of the area: The use of the site would be appropriate to the location and its surroundings. The proposals comply with Policy HS3;
 - Neighbouring properties: The operation of the children's home would be very unlikely to result in any significant adverse impacts to the detriment of residential amenity. The provision of a larger parking area in front of the house is appropriate to this location and the surrounding area, and would not harm the living conditions for residents of any existing properties;
 - Street parking: The proposal would increase the number of on-site parking spaces in line with the minimum standard (i.e. 2 spaces) and parking is available within a short distance of the site. The proposals comply with Policy T2.

- 7.2 In summary, the provision of a small-scale children's home within a residential setting provides benefits for users and the wider public. The proposal is appropriate to the area, and the operation of the children's home would not result in any significant adverse impacts on the living conditions of other residents. The proposals comply with the relevant policies of the development plan and benefit from the presumption in favour of sustainable development set out in the NPPF.
- 7.3 It is therefore recommended that planning permission should be granted subject to the following conditions:

Conditions

Implementation - time limit

1. The development hereby permitted shall commence within 3 years of the date of this notice

Reason: to comply with the terms of the Town and Country Planning Act 1990 (sections 91 and 92)

Approved plans and documents

2. The development hereby permitted shall be carried out in accordance with the plans, drawings and documents, which form part of the application:
 - 370B_15CR-P-001_Rev A_Existing Ground and First Floor Plans & Existing Elevations 1-4
 - 370B_15CR-P-002_Rev A_Proposed Ground Floor and First Floor Plans & Proposed Elevations 1 – 4.
 - 370B_15CR-P-003_Rev A_Existing and Proposed Site Layout Plans

Reason: to ensure the development is carried out in accordance with the approved plans and documents.

Matching materials

3. The materials used for the external elevations shall match the appearance of the materials of the existing dwelling.

Reason: in the interest of the visual appearance of the area in accordance with Policy D1: Sustainable Design of the North Hertfordshire Local Plan 2011-2031 (November 2022).

Highways

4. Prior to the first occupation of the development hereby permitted the amended vehicular access into the site shown on the submitted plan (Drg No. 370B/15CR-P-003/A) shall be provided with a gradient not

exceeding 1:20 for the first 5 meters 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 a safe and 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).

Electric Vehicle charging

5. Prior to the first occupation of the development hereby permitted, the proposed development shall be provided with an active (ready to use) EV charging points and on-site cycle parking provision which shall thereafter be provided and permanently retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 1, 5, 8, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

INFORMATIVES

Storage of materials: The applicant is advised that the storage of materials associated with the construction of the proposed extension 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.

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 network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

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.

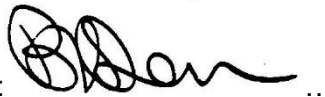
Further information on the highway informatives is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.



Case Officer Signature:.....

Date:.....

16th October 2025



Team Leader Signature:

Date:... 17th October 2025.