

DELEGATED FILE NOTE

CASE OFFICER: ...Melissa Tyler.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
25/00974/FP	Erection of one self-build detached 4-bed dwelling following demolition of existing car port including parking and creation of vehicular access off Codicote Road and existing vehicular access off Rollswood Road permanently made redundant. (amended plans received 05.06.2025)	55 Codicote Road Codicote Welwyn Hertfordshire AL6 9TY

Submitted Plan Nos

0625 - P101 0625 - P102 0625 - P103A 0625 - P104E 0625 - 105A 0625 - P106

1.0 Policies

D1	Sustainable design
D2	House exts, replcmnt dwellings outbuild
D3	Protecting living conditions
IMR1	Five Year Housing Land Supply
NE12	Renewable and low carbon energy devpment
NE4	Biodiversity and geological sites
SECN12	Achieving well-designed places
SECN13	Protecting Green Belt Land
SECN5	Delivering sufficient supply of homes
SP2	Settlement Hierarchy and Spatial Distrib
SP5	Countryside and Green Belt
SP9	Design and Sustainability
SP8	Housing

SPDDS Design Supplementary Planning Document

SPDVP Vehicle Parking at New Development

T2 Parking

T1 Assessment of transport matters

2.0 **Site History**

2.1 Various to host dwelling

3.0 **Representations**

3.1 **Site Notice and Neighbour Consultation –**

Salix Close Management Company – Representing 1-13 Salix Close - *Whilst we do not object in principle to the addition of a house in this area, we are concerned regarding the following:*

Proposed new access.

The proposed vehicle access is of concern because this is a new access point onto the Codicote Road that will be extremely close to Salix Close making Egress dangerous.

Since the remove of the road traffic island on the Codicote Road north of our junction, there has been a noticeable increase in vehicle speed from the Codicote direction. This island positioned on the brow of the hill helped reduce the speed of traffic just as it was starting to pass down the hill towards Welwyn. Additionally, it is already difficult to see oncoming vehicles from that direction due to this brow, exacerbating further the egress from our road.

Landscaping.

The existing landscaping to the Northeast boundary provides a strong amenity for the area and is well established providing good cover, so the removal of any of these trees will have a substantial impact on the character of the area as well as impacting the view from Salix Close

due to the close proximity to the boundary.

We are concerned that the landscaping survey appears not to be accurate, there are far more substantial deciduous trees on their boundary not shown on the plans additionally there is a substantial existing tree on our side very close to the position of the proposed property not indicated. We have provided evidence of trees in the pictures attached.

There is an error on the boundary between our two properties whereby the brick wall shown on the plan is in fact our boundary, but the applicants are suggesting a boundary location some 1.5m further to the North East, we have included comments on the attached Site Plan.

Additionally we note in the design and access statements. There is a suggestion ingress egress from the property and onto Codicote Road from Rollswood Road is difficult. This is hard to understand as the current access from the house onto Rollswood Road is adequate and Egress from Rosewood Road to Codicote Road is acceptable due to the small amount of traffic generated.

If the planning authority are minded to approve this application, we would urge them to delay any decision until the many points raised are clarified.

3.2 **Codicote Parish Council** - Codicote Parish Council would like to comment and object to this application on the following basis: -

- ☐ Access to and from the site is potentially hazardous.
- ☐ The proposal makes for a third entrance onto Codicote Road, when there are already entrances either side of the proposed one. It would be appropriate to raise this with Highways to establish their take on this proposal.

3.3 **Hertfordshire Highways** – Following an initial objection to the proposal and the subsequent submission of further amended information to overcome these concerns, no objections are raised subject to conditions.

3.4 **Environmental Health** –This response concerns environmental health matters of noise (and other nuisances), air quality and land contamination. I have no objections to the proposals but propose the following conditions/informatives in relation to contaminated land and air quality.

Contaminated Land:Any contamination that is found during construction of the development hereby permitted shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development is resumed or continued.

Air Quality:North Herts Council have specific air quality planning guidance that can be found at <http://www.north-herts.gov.uk/home/environmental-health/pollution/air-quality/air-quality-and-planning>

Application of the guidance to a development of this scale and location defines the site as being a MINOR scale development and a condition is recommended to ensure that appropriate local air quality mitigation is provided.

3.5 **Waste**

Pull distances to the collection vehicle should not exceed 15m in accordance with BS5906:2005.

Separate internal storage provision for waste should be provided in kitchen areas to support the recycling of different waste streams to support the National Planning Policy for Waste's requirements to support driving waste up the waste hierarchy.

The surface to the collection point should be uninterrupted, level with no gravel or similar covering, and have a width to enable the easy passage of wheeled bins. For two-wheeled bins this should be 1 metre, with a maximum gradient of 1:12.

Storage areas should be conveniently located with easy access for residents - residents should not have to take their waste and recycling more than 30metres to a bin storage area, or take their waste receptacles more than 25metres to a collection point, (usually kerbside) in accordance with Building Regulations Approved Document H Guidance.

Consideration should be given to parking arrangements alongside or opposite the access to individual streets. If car parking is likely in the vicinity of junctions then parking restrictions may be required to ensure access is not inhibited.

For infill applications consideration should be given to parking arrangements alongside or opposite the access to the site. If car parking is currently permitted the consideration of parking restrictions may be required to ensure access is not inhibited.

For houses, bins should be ordered direct from the Council's contractor 2 weeks in advance of first occupation to ensure they arrive in time for the first residents moving in.

Pull distances from the storage point to the collection point should not be within close proximity to parked cars.

The gravel drive makes pulling bins difficult and consideration should be given to whether this surface is the most suitable or whether bins stored closer to the collection point would be more preferable.

The applicant should note that collections occur from the kerbside and residents will be required to present their bins in this location on collection day.

Further general advice on waste provision for developments is available on our website:
<http://www.north-herts.gov.uk/home/planning/waste-and-recycling-provision>

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

- 4.1.1 No. 55 is a chalet bungalow situated on Codicote Road, Codicote and is situated within a large plot on the junction between Codicote Road and Rollswood Road. The application site is situated within the Green Belt and features a number of existing extensions.

4.2 **Proposal**

- 4.2.1 Erection of one self-build detached 4-bed dwelling following demolition of existing car port including parking and creation of vehicular access off Codicote Road and existing vehicular access off Rollswood Road permanently made redundant.

4.3 **Key Issues**

- 4.3.1 The key considerations are
- Principle of Development
 - Design and Character
 - Impact on the Amenities of Neighbouring Properties/Future Occupiers
 - Access, Highways and Parking
 - Ecology
 - Other Matters

Principle of Development

- 4.3.2 The site is in the Green Belt. Policy SP5 of the Local Plan states that the Council will only permit development proposals in the Green Belt where they would not result in inappropriate development or where very special circumstances have been demonstrated. Policy SP5 refers to the National Planning Policy Framework (NPPF) which sets out exceptions to inappropriate development in the Green Belt in paragraphs 154 and 155 (December 2024 version). Para. 154 is:

154. Development in the Green Belt is inappropriate unless one of the following exceptions applies:

- a) buildings for agriculture and forestry;*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

e) limited infilling in villages;

f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.

h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

i. mineral extraction;

ii. engineering operations;

iii. local transport infrastructure which can demonstrate a requirement for a Green Belt location;

iv. the re-use of buildings provided that the buildings are of permanent and substantial construction;

v. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and

vi. development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

4.3.3 Para. 155 states that housing, commercial and other development should not be regarded as inappropriate development where:

a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

b. There is a demonstrable unmet need for the type of development proposed;

c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework(57); and

d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156 – 157.

4.3.4 In assessing the proposal against the above criteria, the proposal is a new dwelling with ancillary development such as a garage and landscaping, therefore it does not fall within para. 154.

4.3.5 The December 2024 NPPF has however introduced a new para. 155 which is stated earlier in this report, which differs to previous versions of the NPPF as it has introduced a new land use definition 'Grey Belt' – the definition of which is 'Grey belt' is defined in the NPPF Glossary as:

Grey belt: For the purposes of plan-making and decision-making, ‘grey belt’ is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. ‘Grey belt’ excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

The relevant parts referred to above in para. 143 are:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- d) to preserve the setting and special character of historic towns

Previously developed land (PDL) is defined in the NPPF Glossary as:

Previously developed land: Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed.

Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

- 4.3.6 The site is not PDL but it is “any other land”. In respect of para. 143 referred to in the definition, a) is not applicable as this section of Codicote Road is not considered to be within a large built up area, it would not conflict with b) as 55 Codicote Road is outside the settlement of Codicote and is not a town and the site is sufficiently far from the nearest towns Stevenage and Welwyn, and d) is not applicable either as Codicote Road is not a in a town.

- 4.3.7 The last part of the definition states ‘Grey belt’ excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development. Footnote 7 states:

7 The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 189) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change.

The proposed development is not considered to be on land referred to in footnote 7. The proposal complies with a. of 155.

- 4.3.8 The proposal complies with b. of 155 as there is a demonstrable unmet need for the type of development proposed, due to the LPA not being able to demonstrate a five year housing land

supply. Part d. of 155 is not applicable to the proposed development. The proposal is not considered to conflict with 155 c. taking into account the absence of objections from the highways officer and as only one dwelling is proposed in a location near other dwellings.

- 4.3.9 The proposal is considered to comply with para. 155 of the NPPF, and would not be inappropriate development. The proposal is acceptable in principle, and complies with Policy SP5 of the Local Plan and Section 13 of the NPPF.

Sustainability

- 4.3.10 The overarching purpose of the planning system is to contribute to achieving sustainable development, as stated in Section 2 of the NPPF. This is considered against the three objectives of sustainable development, the economic, social, and environmental objectives.
- 4.3.11 Firstly, in terms of the economic objective, the proposed development would see the delivery of jobs during the build/construction phase which is a modest benefit.
- 4.3.12 Secondly, in terms of the social objective, this would add an additional dwelling to the districts housing figures which could be delivered in a relatively short space of time, which is a modest benefit.
- 4.3.13 Lastly, in terms of the environmental objective, it is acknowledged that future occupiers of this proposal would be reliant on private vehicles for the majority of their needs. There is bus route in Codicote which could be utilised to use services in nearby Stevenage and Welywn. Moreover, the proposal does incorporate sustainable building features, such as an EV charging point. The site benefits from a fair amount of boundary trees/hedging and protection of these and details of retained/new landscaping are to be secured via an agreed landscaping pre-commencement/landscape protection condition. Moreover, it is considered appropriate to request that the scheme will incorporate bat and bird boxes. Overall, these environmental benefits are deemed appropriate relative to the scale of development proposed.
- 4.3.14 As such, it is considered that the proposal accords with the three pillars of sustainability, which should be given some weight in the planning balance.

Design and Character

- 4.3.15 Policy D1 of the Local Plan states that planning permission will be granted provided that development responds positively to the site's local context in addition to other criteria. Policy D2 states that planning permission for replacement dwellings will be granted where the proposal does not harm the character and appearance of the site or street scene. These considerations are echoed in Policy SP9 of the Local Plan and Section 12 of the NPPF.
- 4.3.16 Codicote Road is characterised by dwellings with a wide variety in terms of scale, design/form and materials. Properties are generally set back from the highway.

- 4.3.17 The proposed development seeks to erect an additional 4 bed dwelling with integrated double garage. Materials include plain clay tile roof, fibre cement cladding and fairfaced brickwork. The proposed house has been designed so that there is a two storey gable element at the front to the north and low eaves at the front to the south. This allows for the proposed property to be in keeping with the two storey houses in Salix Close and to line with the eaves to the existing chalet bungalow. The roof is a tiled pitch roof with dormer window at the front. The property will be constructed of brickwork with weatherboarding to the first floor external walls to match some of the properties in Salix Close. The accommodation to the proposed dwelling will comprise of a kitchen, dining area/study, lounge, utility room, cloak room on the ground floor with an integral double garage. On the first floor will be four bedrooms, with two of the bedrooms having en-suite facilities and a family bathroom. The property has been designed to utilize the roof space by incorporating an attic store room/playroom and a plant room to accommodate the air-conditioning equipment.
- 4.3.18 It is considered that, seeing as the proposed development is very similar in scale, external appearance, and general form to neighbouring properties, the proposed is acceptable in design terms. There is a wider variety of architectural styles including hipped and gabled dual-pitched roofs, general scales of development including modest and very sizable properties, and materials on this street scene including various brick and render finishes. Given the set back distance from the highway, the existing landscaping on the front and side boundaries and the appropriate design, the scheme will not result in any harm to the character and appearance of the site or street scene
- 4.3.19 The proposal is therefore deemed acceptable in design terms and in accordance with Policy D1, D2 and SP9 of the Local Plan and Section 12 of the NPPF.

Impact on Neighbours/Future Occupiers

- 4.3.20 Policy D1 of the Local Plan states that, amongst other things, development proposals should meet or exceed the nationally described space standards. Policy D3 of the Local Plan states that planning permission will be granted for development proposals which do not cause unacceptable harm to living conditions. These considerations are echoed within Section 12 of the NPPF.
- 4.3.21 It is accepted that the proposed development will have some impact upon the outlook and amenities of neighbouring dwellings, due to its scale and nature as built form on a site where there is currently no existing. However, the proposed dwelling is replacing a large carport building which has a visible presence in the streetscene.
- 4.3.22 Therefore, given the dwellings position set back from Codicote Road behind established hedgerow front boundary and trees to the side the proposal would not result in an overbearing impact upon this immediate neighbours. In my view, given the orientation and window location, there would not be any adverse levels of overlooking towards the neighbours. Lastly, given the

separation from Salix Close and No 55 Codicote Road the proposal should not give rise to any adverse loss of daylight/sunlight.

- 4.3.23 The proposed would have sizable rear private amenity space, and would see all habitable rooms achieve suitable levels of natural light. It is therefore my view that the proposal would not result in any harm to the reasonable living conditions and well-being of future occupiers.
- 4.3.24 As such, the scheme will not give rise to any materially adverse impacts upon the reasonable living conditions and well-being of neighbouring properties. This is in accordance with Policies D1 and D3 of the Local Plan.

Access, Highways and Parking

- 4.3.25 Policy T1 states that planning permission will be granted for schemes that would not lead to highway safety problems or cause unacceptable impacts upon the highway network.
- 4.3.26 Following consultation with the Highway Authority on amended plans, they have no objections subject to conditions covering the implementation of the agreed visibility splays, the appropriate arrangements for surface water within the site, and a pre-commencement condition covering a Construction and Demolition Plan. These conditions are considered reasonable in this instance. The scheme is acceptable in highway terms in line with Policy T1 of the Local Plan. However, the scale of the proposal would not reflect the recommended condition for a full Construction Management Plan, I have therefore recommended a condition that still reflects the requirements for a CMP but would be more mindful of the level of development in my view.
- 4.3.27 The proposed development will not increase the number of bedrooms in the property but there are sizable areas of parking on the driveway and garage, well in excess of the 2 parking spaces required under Policy T2 of the Local Plan and The Vehicle Parking at New Developments SPD.

Landscaping and Ecology

- 4.3.28 The detailed landscaping matters will be the subject of a landscaping scheme pre-occupation condition, which will consider which trees/hedgerows are to be retained and where new planting will be proposed to deliver measurable gains in biodiversity. This condition will also cover the boundary treatments that will subdivide the host and proposed properties gardens. Notwithstanding the above, a separate condition will be enforced that seeks to assure that the existing hedgerow fronting Ashwell Road is retained.
- 4.3.29 The new dwellinghouse is a self-build and meets one of the exemptions therefore does not need to comply with the 10% BNG. As such, I have no objection to the landscaping and ecology matters under this application, in accordance with Policy NE4 of the Local Plan.

Other Matters

- 4.3.30 The proposal would incorporate a small bin store to the south of the property on the boundary with No.19, which is acceptable.

Climate Change

- 4.3.31 The NPPF supports the transition to a low carbon future and the increased use of renewable energy sources. North Hertfordshire District Council has declared itself a Climate Emergency authority and its recently adopted Council Plan (2020 – 2025) seeks to achieve a Council target of net zero carbon emissions by 2030 and protect the natural and built environment through its planning policies. Local Plan Policy D1 seeks to reduce energy consumption and waste.
- 4.3.32 The application outlines the inclusion of the possible use of heat source pump and Solar PV panels.

4.4 Conclusion

- 4.4.1 The proposal is considered acceptable in planning terms and in accordance with Policies SP9, D1, D2, D3, T1 and T2 of the Local Plan, as well as Section 12 of the NPPF.

4.5 Alternative Options

- 4.5.1 N/A

4.6 Pre-Commencement Conditions

- 4.6.1 The applicant has agreed to the proposed pre-commencement conditions.

5.0 Recommendation

- 5.1 That planning permission be **GRANTED** subject to the following conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. Prior to the first occupation of the dwelling hereby approved, details of the Air Source Heat Pump shall be submitted to the LPA and approved in writing and installed on site.

Reason: To ensure that there are no adverse impacts on the design of the dwelling hereby approved or adverse harm on the amenities of the neighbouring occupiers. Local Plan Policies D1 and D3.

4. No development shall commence until detailed technical plans are submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which show the detailed engineering designs and construction of the new vehicle access off Codicote Road and associated highway works concerning the visibility splays (2.4m x 90m), gradient of the driveway (in accordance with the drawing P106), closure of the existing redundant vehicle access, and relocation of the existing pedestrian crossing drop kerb with tactile paving (applicant liable for the relocation cost) etc. in accordance with the hereby approved plans. These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction and completed prior to the first occupation.

Reason: To ensure the provision of a vehicle access is safe, suitable, and sustainable for all highway users.

5. 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 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).

6. Prior to the first occupation of the development hereby permitted, the garage car parking shall be provided with active/passive EV charging point 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 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

7. Prior to the first occupation/use of the development hereby permitted the car parking layout and driveway/access road shall be installed in accordance with the approved detailed plans and thereafter retained and maintained at all times at the position shown.

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).

8. 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 Construction Management Plan 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.

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).

9. Any contamination that is found during construction of the development hereby permitted shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development is resumed or continued

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990

10. Details and/or samples of materials to be used on all external elevations and the roof of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site.

Reason: To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area and to comply with Policy D1 of the North Hertfordshire Local Plan 2011 to 2031.

11. No development shall take place until an Ecological Enhancement Plan (EES) for the creation of new wildlife features such as the inclusion of integrated bird/bat and bee boxes in buildings/structures, has been submitted to and approved in writing by the local planning authority.

Reason: To ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the North Herts Local Plan policy NE4

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, B, C and E of Part 1 of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out without first obtaining a specific planning permission from the Local Planning Authority.

Reason: Given the nature of this development, the Local Planning Authority considers that development which would normally be "permitted development" should be retained within planning control in the interests of the character and amenities of the area and to comply with Policy D1 and/or Policy D3 of the North Hertfordshire Local Plan 2011 to 2031

13. Prior to the first occupation of the development hereby permitted full details of a comprehensive soft and hard landscaping scheme (including planting details) and all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority.

The approved soft landscaping / planting details shall be carried out before the end of the first planting season following either the occupation of the (first) dwelling or the completion of the development, whichever is the sooner; and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced during the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to vary or dispense with this requirement.

Reason: To ensure the development is comprehensively landscaped in the interests of visual amenity. Local Plan Policies D1 and N2

14. Notwithstanding the submitted plans for the access and the submission of a detailed landscape scheme pursuant to condition 14, the mature hedgerow fronting Codicote Road shall be retained as existing in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the prevailing character of the area in accordance with Policy D1 of the Local Plan.

Biodiversity Net Gain

1. This development is not subject to the statutory Biodiversity Gain Plan condition because it is considered exempt under the statutory exemptions (<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>) or transitional arrangements in respect of the biodiversity gain condition.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. 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.

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.

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.

New or amended vehicle crossover access (section 278): 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.

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.

Signed  Anne McDonald	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Determining Officer Date: 14 August 2025	