

DELEGATED FILE NOTE

CASE OFFICER: ...Tom Rea.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
25/00018/FP	Change of use from a funeral parlour - E(c)(ii), to 4 number dwellinghouses - C3(a) and associated single storey extensions. Removal of existing entrance portal and installation of new privacy gates following demolition of existing car port roof structures (as amended by plans nos. PL001A _ PL202A received 26.08.2025).	23a Hitchin Street Baldock Hertfordshire SG7 6AQ

Submitted Plan Nos

CH-2418-PL001A CH-2418-PL100A CH-2418-PL110 CH-2418-PL115 CH-2418-PL201C CH-2418-PL200C CH-2418-PL202A CH-2418-PL210 CH-2418-PL215

1.0 Policies

1.0 **Planning Policy**

1.1 North Herts Local Plan 2011 – 2031

1.2 Policy D1: Sustainable Design
Policy D3: Protecting Living conditions

Policy HE1: Designated Heritage Assets

Policy NE4: Biodiversity and Geological sites

Policy ETC2: Employment Development outside of Employment Areas

Policy SP3: Employment

Policy SP9: Design and Sustainability

Policy SP13: Historic Environment

Policy T1: Assessment of transport matters

Policy T2: Parking

Policy HS3: Housing Mix

Policy ETC5: Secondary Shopping Frontages

Parking SPD 2011 ad Appendix 4 of the Local Plan

Baldock, Bygrave & Clothall Neighbourhood Plan

Relevant policies:

Policy G3: Creating well designed places

Policy G4: Sustainable design

Policy G5: Baldock Conservation Area

Policy G6: Local heritage assets

1.3 National Planning Policy Framework: (2024)

Sections 2, 5, 7, 9, 11, 12 and 16 are of particular relevance.

2.0 **Site History**

2.1 No recent history.

3.0 **Representations**

3.1 Baldock, Bygrave & Clothall Neighbourhood Planning Group: No response

3.2 NHDC Environmental Health: Requested a Noise report (now received).
Recommends a land contamination and EV charging condition.

3.3 Conservation officer: Does not raise an objection in heritage terms.

3.4 Historic Environment Officer: Requests archaeological conditions.

3.5 Hertfordshire Highways: Raises no objections. Recommends a condition and highway
informatives.

3.6 Waste and Recycling manager: Provides general advice on refuse storage and
collection requirements.

3.6 Site Notice / Adjacent occupiers : No responses received.

3.7 Hertfordshire Fire & Rescue Service:
Concern over firefighter access – recommends a fire sprinkler system in each
dwelling.

3.8 Historic England :
Advise that they do not wish to comments. Suggest seek Conservation officer
advice.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

The application site comprises a former funeral (Class E) located to the rear of No. 23 Hitchin Street, Baldock. The site is also to the rear of the White Hart pub.

The site includes some block / brick built structures with a pitched and sloping roofs linking these structures. roof located at the north eastern end of the site forming the eastern boundary. The central part of the site was used for vehicle parking.. The yard is enclosed by high brick wall on the northern and southern boundaries. Vehicular access is provided to Hitchin Street.

Nos 23 and 25 Hitchin Street are Grade II listed buildings and No. 21 is Grade II*

The White Hart Public House is not listed.

Nos 1 & 2 Saddlers Close to the rear of the site are located within a location which has a neutral / negative impact on the Conservation Area.

The site is within the Baldock Conservation Area.

4.2 **Proposal**

- 4.2.1 Change of use from a funeral parlour - E(c)(ii), to 4 number dwellinghouses - C3(a) and associated single storey extensions. Removal of existing entrance portal and installation of new privacy gates following demolition of existing car port roof structures.

In detail the proposal will provide the following:

- ☐ Creation of 3 x 1 bedroom units and 1 x 2 bedroom unit
- ☐ Amenity area and pedestrian access to Hitchin Street
- ☐ Provision of waste / recycling facilities
- ☐ Cycle storage
- ☐ New entrance gates
- ☐ No parking is proposed

The residential units would be of the following size:

Unit 1 – 37m² – 1b 1p
Unit 2 – 39m² – 1b 1p
Unit 3 – 65m² – 1b 2p
Unit 4 – 100m² – 2b 3p

4.3 **Key Issues**

4.3.1 Principle of the use

- 4.3.2 In terms of the principle of residential accommodation, it will be noted that the site is within a sustainable location being in the centre of Baldock where there are a large number of local services and facilities. Policy SP1 of the Local Plan supports the principles of sustainable development and to maintain the role of key settlements within and adjoining the District as the main focus for housing, employment and new development making use of previously developed land. The proposal would be consistent with this policy as well as Policy SP2 which identifies Baldock as one of the key settlements where up to 80% of the districts development needs will be met over the Plan period.

- 4.3.3 Policy SP9 of the Local Plan supports new development where it is well designed and located and responds to its local context. I consider that the proposal will, having regard to the particular design and layout of the scheme (see detailed comments

below) and the character of the area, will be broadly consistent with Policy SP9 of the Local Plan.

- 4.3.4 The NPPF is clear at paragraph 73, part d) that in town centre locations such as Baldock Town Centre, there should be support for windfall sites giving great weight to the benefits of using suitable sites within existing settlements for homes.
- 4.3.5 It is worth noting that the site falls within Baldock Town Centre and Policy ETC5 applies to the land in question. I can see no conflicts with this policy especially given that the site does not affect the public house which falls within the Secondary Shopping Frontage onto Hitchin Street which is to be retained and does not form part of these proposals. The site is not within a defined employment area therefore there would be no conflict with Policy SP3.
- 4.3.6 Policy ETC2 is partly concerned with the loss of existing employment uses on unallocated sites. In this case the use is redundant with no employment taking place. The employment floorspace to be lost is relatively minor (approximately 181 sq metres). No marketing information has been submitted however the existing use does have a significant adverse impact on the amenities of surrounding land uses (including nearby flats) and the existing access through to Hitchin Street is not safe in highway terms given the lack of visibility and conflict with pedestrians where the access crosses the pavement. The use is a typical of an historic non-conforming use in a town centre location. In my view the loss of employment use would be very minor compared to the available amount of employment on the existing Baldock employment sites at Royston Road and off London Road and the new employment site at BA10. Whilst there may be some minor conflict with Policy ETC2 overall the loss of employment land would be miniscule and inconsequential in terms of the overall employment provision (existing and proposed) within Baldock.
- 4.3.7 There have been several recent planning applications for the conversion of existing buildings and the creation of new buildings for residential uses in Baldock town centre. This is consistent with NPPF advice to focus new development in accessible locations. The proposals will assist in maintaining the vitality and viability of the town centre by the new residents supporting many of the town centre uses such as cafes, pubs , library , local pharmacy and shops and local surgery.
- 4.3.8 In summary on the principle of development it is considered that the proposals will contribute to the local economy as well as remove a use that does have some environmental harm in terms of noise and disturbance from the former funeral home use and the parking and movement of vehicles associated it.
- 4.3.9 Design and layout
- 4.3.10 The proposal is essentially a conversion and replacement of existing floorspace with some small-scale single storey additions.
- 4.3.11 The external alterations to facilitate the conversion of the existing buildings will be fairly limited.

- 4.3.12 Units 1-3 will retain their rendered frontage at ground floor, with the first floor to be clad in black timber cladding. The single storey additions will feature brickwork plinth walls, timber cladding to main walls and reconstituted slate to the roof pitches. New window and door locations will be cut into the existing structures, new and old buildings will host new Heritage grade UPVC windows and timber panelled front entrance
- 4.3.13 Unit 4 will host a new ground floor extension, to link in the first floor section to the ground floor inner buildings, this will be constructed in timber cladding to match the existing first floor. A new reconstituted slate roof will cover this new extension, and will link into a new twin pitched roof to replace the existing flat roof of the rearward inner buildings. New aluminium double and 4 pane doors will be installed to the ground floor, with new heritage upvc windows to the first floor existing locations
- 4.3.14 All of the units will meet the minimum floorspace requirements as prescribed in the DCLG document: Technical housing standards – nationally described space standard (2015). This would be in compliance with Policy D1 of the Local Plan.
- 4.3.15 The redeveloped yard will comprise the new houses plus new hard and soft landscaping. A Waste and recycling bins storage area is proposed in a discreet location and a secure cycle store provided in front of the dwellings therefore under constant surveillance. An informal amenity area to be shared by all 4 units is proposed in the centre of the site and backing onto the south boundary wall.
- 4.3.16 No parking is proposed for this development given the sustainable location in the centre of Baldock.

Generally, the proposed layout and design of the development is acceptable. The existing yard is an enclosed space that is not visible from any public vantage point except perhaps some glimpsed distant views through the existing carriage arch that links to Hitchin Street. The removal of the cluttered yard and its replacement with 4 no. small but high-quality dwellings and associated open space / landscaping will result in an improvement to the character and appearance of the area.

4.4.16 Impact on character and appearance of the area

- 4.4.17 The site is in the town centre where there are a mix of uses including retail, pubs, cafes, commercial, health care uses, community uses as well as residential. The use would be compatible with the prevailing land uses.
- 4.4.18 The application site is typical of the 'burgage plots' found in Baldock and other historic towns such as Hitchin where the continuously built up frontage development gives way to linear in depth built form to the rear often characterised with residential or secondary retail / commercial uses at the rear within courtyard settings. The proposed new dwellings would be sympathetic to this overall grain and character.
- 4.4.19 The removal of the former funeral business and its replacement with some modest scale built form within a well landscaped courtyard would improve the setting of the Conservation Area consistent with Policy HE1 of the Local Plan
- 4.4.20 The existing funeral offices / workshop is of a utilitarian appearance and its external materials in particular are of poor quality. The replacement of the corrugated roof sheets with slate and black cladding would improve the visual amenities of the area.

4.4.21 The cessation of the commercial use with its associated external storage andcomings and goings of motor vehicles will also improve the general amenity of the area.

4.4.22 Overall the proposals have the potential to enhance the character and appearance of the area consistent with the requirements of Policy SP9 and SP13 of the Local Plan.

4.4.23 Amenity space and dwelling sizes

4.4.24 Outdoor amenity space is provided for all of the dwellings in the communal area even though the proposed units are small and unlikely to be suitable for family accommodation. The site is within a town centre area and in close proximity to open spaces such as Avenue Park and Bakers Close Playing Field as well the public areas with the High Street all within a few minutes walk. In these circumstances where the accommodation units are small and in close proximity to open space it would not be reasonable to insist on any further outdoor amenity space for the proposed residential units.

4.4.25 The dwellings would be between 38 and 100 sqm. These floor areas would meet or exceed the minimum dwelling sizes as set out in the Government's Technical housing standards – nationally described space standard (2015) and therefore the proposal would also comply with Policy D1 (e) in this regard.

4.4.26 Impact on heritage assets

4.4.27 The LPA is required by section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building and its setting when exercising planning functions. Considerable importance and weight must be given to the desirability of preserving the significance of a listed building, and there is a strong presumption against the grant of permission for development that would harm its heritage significance. There is a broadly similar duty arising from section 72(1) of the Act in respect of planning decisions relating to development within conservation areas.

4.3.28 It will be noted that the site is next to an area designated on the Baldock Conservation Area Map as 'Neutral / Negative Areas for Improvement'. This suggests that the existing office workshop building does not positively contribute to the character and appearance of the Conservation Area and that redevelopment will have the potential to enhance that character.

4.3.29 The DAS makes only limited reference to the heritage assets affected.

4.3.30 The Baldock Character Statement describes the significance of Hitchin Street and its carriageways (which forms the main access to the site as follows:

'Carriageways are very characteristic along Hitchin Street and there are very few breaks between buildings. A number of the carriageways have historic paving in the form of brick sets and brown cobbles. The elongated forms of the plots largely remain as they did historically, although there has been some recent housing development to the end of a few. Many of the plots to the southern side still link to Park Street and are lined with outbuildings following the shapes of the plots.'

To the rear of the site Saddlers Close is described as follows:

Saddlers Close Saddlers Close is a corner development along Park Street to the rear of both the High Street and Hitchin Street. The cul-de-sac and staggered arrangement of the houses does not relate successfully to the historic layout of the area or the original utilitarian character of this side of Park Street.

It is clear from the assessment of the character of the CA that the application site is located within an area of containing a variety of building forms, heights and scales and that the town centre has developed and evolved over a number of years comprising early 17thC to 20th Century architecture.

I consider that the general conclusion that should be reached here is that the development will improve the area, maintain features of historic importance and the setting of nearby listed buildings and would not erode the special character of the development pattern of the CA.

The listed buildings that are adjacent to the site do not adjoin the immediate boundary walls or workshop.

- 4.3.31 The NHDC Conservation Officer has not objected to the scheme on heritage grounds by advising as follows:

‘Whilst I could not say that the current proposal would harm the setting of nearby listed buildings affecting their significance or indeed harm the character or appearance of the Baldock Conservation Area therefore compliant with the provisions of Sections 66(1) and 72(1) of the Planning (LB & CA) Act 1990 and will accord with Section 16 of the Framework or Policy HE1 of the North Hertfordshire Local Plan 2011 – 2031, I firmly believe that the site could deliver an improved arrangement whereby the living conditions and amenity offer are raised. This site is tightly configured and with two units only just meeting the minimum nationally described space standards, I suggest that consideration is given to seeking an amended scheme as set out below by omitting Unit 3 and increasing the size of Units 1 and 2.’

The latter part of the comments relates mainly to the space standards which I have already concluded is satisfactory.

- 4.3.32 As a result of the above considerations, in my view the proposals would be acceptable in design terms in relation to the Conservation Area and nearby listed buildings and conform with Local Plan Policy SP13 and Section 16 of the Framework . In this regard I consider that the LPA has given due consideration to Section 26H of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Sections 16 & 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as supported by the aims of the NPPF.

- 4.4.33 In terms of archaeological heritage assets, the County Historic Environment Officer has requested the usual WSI condition which is attached to this recommendation.

4.4.34 Overall conclusion on historic assets

The proposals will have a neutral impact on the heritage assets and there would be no harm to these assets in my view. Even if there were deemed to be some less than substantial harm to the significance of the affected heritage assets these need to be weighed against the public benefits of the proposal. In this case the proposed development would deliver 4 small housing units that would assist in boosting the supply of housing in accordance with NPPF guidance.

4.4.35 Impact on neighbouring property

4.4.36 The proposed conversion of the existing buildings and their modest extension would provide four rooflights in the rear facing roofslope of the building. This roofslope faces the gardens of residential properties but they are high level. . Because of their high level nature and shallow roof pitch there would be no overlooking of the properties at the rear. No objections have been raised by these neighbours.

4.4.37 Adjacent the two new properties to the north is the blank two storey brick and timber clad elevation of a converted barn. There are no side facing windows in this property that could be affected by any loss light.

4.4.38 To the southern boundary of the site is a high brick wall with a commercial building sitting behind it. There are no windows on the wall or building that could be affected by the proposed new windows on the south elevation of the two new properties

4.4.39 The proposed residential units are small and therefore unlikely to be occupied by large numbers of residents / large families and therefore by implication less likely to result in excessive levels of noise or disturbance. The units will access to an outdoor garden space but given that the yard is presently used for the storage and movement of cars there will be even less outdoor noise associated with the dwellings than the commercial use. Overall I consider that the proposed development would not cause unacceptable harm to living conditions of adjoining / adjacent residents and would be in accordance with the requirements of Policy D3 of the Local Plan.

4.4.40 Car parking

4.4.41 No car parking is proposed for the units. I consider that in this town centre location where there are public transport alternatives, street parking at certain times and access to a wide range of services and facilities, it would be reasonable to waive the normal car parking requirements and to encourage the use of public transport, walking and cycling.

Appendix 4 of the Parking SPD allows for car free development where there is publicly available off-street parking within 2 minutes walk of the site and where visitor parking can accommodated on street with compromising highway safety or amenity.

No objections are raised by the Highway Authority.

4.4.42 Climate change

4.4.43 The proposed development, by virtue of its limited scale together with the sustainable location would have no significant implications for the local environment in terms of

carbon emissions and therefore would be generally in compliance with the criteria set out in Policy D1 'Sustainable Design' of the North Hertfordshire Local Plan 2011-2031 and Section 14 - 'Meeting the challenge of climate change, flooding and coastal change' of the NPPF 2021.

- 4.4.44 No objections are raised by the Environmental Health officer. Conversion works would be limited. A condition requiring a construction management plan would be required in this confined / congested town centre location in my view.

4.4.45 Bio-diversity

- 4.4.46 This development is exempt from the need to comply with Section 7A of the town and Country Planning Act 1990 (inserted by the Environment Act 2021) as the development does not impact a priority habitat and impacts less than 25 sqm of on-site habitat and less than 5 metres of on-site linear habitat. Policy NE1 of the local plan requires some measurable net gains for biodiversity. It is considered that the new planting will deliver this bio-diversity net gain. Full details of the landscaping and a bio-diversity management plan could be secured by a planning condition.

4.4 **Conclusion**

- 4.4.1 The proposal is for new housing in a sustainable location and one that provides small units with sustainable energy features that complies with Policy G4 of the Neighbourhood Plan. The linear design of the new housing and retention of historic boundary walls will be consistent with Policy G5 of the NP. There would be some small loss of employment floorspace but this is outweighed by the benefit of housing delivery in a sustainable location. Any impact on the surrounding designated assets would be slight if not neutral and more than outweighed by the public benefit of new housing and the improvement to the character and appearance of the locality through removal of the non-conforming garage use and its associated noise and disturbance. There would be a net reduction in traffic movements to / from the site and the new residents will be encouraged to use the wide range of sustainable transport options available including walking, cycling and public transport (bus and train). This would accord with LTP4 which encourages development in sustainable locations.

Overall, any harms arising from the scheme are very limited and more than outweighed by the benefits. The proposals accord with the up-to-date development plan and are consistent with the policies set out in the Framework as a whole. Accordingly, planning permission should be granted without delay in compliance with paragraph 11 c) of the Framework.

4.5 **Alternative Options**

- 4.5.1 None applicable

4.6 **Pre-Commencement Conditions**

- 4.6.1 I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

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. 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.

4. The development hereby permitted shall be carried out in accordance with the recommendations and mitigations for noise as set out in the submitted Noise Impact Assessment by Trace Surveys dated April 2025.

Reason: To ensure that the development provides an adequate standard of living for the proposed occupiers and to comply with Policy D3 of the North Herts Local Plan.

5. Prior to its installation full details of the proposed pedestrian access gate and security fencing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason : In the interests of visual amenity and to ensure that adequate means of access is available for pedestrians and visitors. To comply with Policy D1 of the North Herts Local Plan.

6. No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Statement shall include details of:
Access arrangements to the site.
Traffic management requirements.

Construction and storage compounds

Cleaning of site entrances, site tracks and the adjacent public highway.

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

Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

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

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

7. A) No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

B) The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under A)

C) The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis and publication where appropriate.

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permission and to comply with Policy HE4 of the North Hertfordshire Local Plan 2011-2031

8. Prior to the occupation of the all of the dwellings hereby permitted a fire sprinkler system shall be installed within the dwellings and permanently maintained as such.

Reason: To accord with the request of the Fire Authority given the difficulty of access for emergency vehicles. To comply with Policy D1 of the North Herts Local Plan.

Biodiversity Net Gain

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.

Highway Informatives:

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

Further information is available via the County Council website at:

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

AN2) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

Further information is available via the County Council website at:

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

AN3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

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

AN5) Street works licence (New Roads and Street Works Act - Section 50): The applicant is advised that they are not authorised to carry out any work within the Public Highway and that to do so they will need to enter into a legal agreement with the Highway Authority (NRSW agreement). This consent is separate and additional to any planning permission that may be given. Before proceeding with the proposed development, the applicant shall obtain the requirements and permission for the associated placement of apparatus within the adjacent highway as part of the proposal via the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/permit-scheme/east-of-england-permit-scheme.aspx> or by telephoning 0300 1234 40047.

This should be carried out prior to any new apparatus is placed within the highway.

Signed  Shaun Greaves Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 22 October 2025	