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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 26/01058/FP
HCC ref: NH/29220/2026
HCC received: 19 May 2026
Area manager: Manjinder Sehmi
Case officer: Manjinder Sehmi

Location

3 Larkin Place, Royston, Hertfordshire, SG8 5UR

Application type

Full Application

Proposal

Full Planning Permission : Change of use of from Class C3(b) (use as a dwellinghouse by up to three residents living together as a single household and receiving care) to Class C2 (residential institution). Insertion of ground floor front window following removal of garage door to facilitate garage conversion

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following condition:

1) Prior to the first use of the development hereby permitted the proposed onsite car and cycle parking shall be implemented in accordance with the approved drawing number SP/0 - 'Existing and Proposed Car Park Plan' and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

INFORMATIVES

HCC recommends inclusion of the following Advisory Notes (ANs) to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes.

AN1) 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. Further information is available via the website:

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

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

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

AN3) Road Deposits: It is an offence under Section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website:

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

COMMENTS:

The Highway Authority has reviewed the planning statement and accompanying information submitted in support of the proposed change of use of the property from Use Class C3(b) to Use Class C2, including the ancillary conversion of the garage to office space.

Having considered the nature and scale of the proposal, it is the opinion of the Highway Authority that the development would not result in a material or severe impact on the safety or operation of the local highway network. The existing use of the property already accommodates up to three residents receiving care within a domestic setting, and the proposed use would retain the same number of residents, albeit supported by non-resident staff operating on a shift basis. While staff movements would introduce some additional vehicle trips, these would largely be limited to staff changeover periods typically occurring twice daily and would not represent a level of activity significantly above that which could reasonably occur at the site under its existing lawful use or as a large family dwelling.

The proposals include the removal of the grass verge to the right of the property to facilitate the creation of two additional off-street parking spaces, thereby increasing the level of on-site parking provision in addition to the existing driveway parking and any on-street parking available within the vicinity. It is noted that both amenity considerations and the overall level of parking provision fall within the remit of North Hertfordshire District Council as Local Planning Authority.

The existing vehicular access arrangements are to remain unchanged. The site is accessed via a private driveway of approximately 30 metres in length, which connects to Larkin Place, an unclassified local access road. This arrangement is typical of residential properties within the area and is considered appropriate to serve the modest level of traffic likely to be generated by the

proposed use. The access is therefore considered to be acceptable in highway safety terms and capable of accommodating the development without detriment to the operation of the surrounding highway network.

In terms of parking demand, the proposed provision of up to four on-site spaces is considered sufficient to serve the anticipated staffing levels and occasional visitors. Given that the resident children will not be vehicle users and that staffing operates on a shift basis, the likelihood of excessive parking accumulation is low. Accordingly, the development is not expected to result in overspill parking on the surrounding highway network to a degree that would raise highway safety concerns.

The site is located within a sustainable residential area with access to local services, public transport, and the wider town, which provides opportunities for staff and visitors to utilise non-car modes of travel. Servicing arrangements would remain akin to those of a typical residential dwelling, with no requirement for large or frequent service vehicle visits.

Overall, the Highway Authority is satisfied that the proposed development would not lead to a material intensification of use in highway terms and would not have an unacceptable impact on highway safety, capacity, or the free flow of traffic. Accordingly, no objection is raised on highway grounds, subject to appropriate condition and informatives.

Signed

Manjinder Sehmi

10 June 2026