

DELEGATED FILE NOTE

CASE OFFICER: ...Alex Howard.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
26/00073/FP	Conversion of existing 3 bed house into No.2 two storey independent dwellings - 1 x 1 bed, 1 person and 1 x 2 bed, 3 person. Creation of parking, bin storage facilities and private amenity space to include erection of picket fence, rear patio and front driveway (as amended by plans received 9th February 2026 and 3rd March 2026).	165 Weston Way Baldock Hertfordshire SG7 6JG

Submitted Plan Nos

CH-2237-PL100 Rev B CH-2237-PL201 Rev A CH-2237-PL211 Rev A CH-2237-PL001 CH-2237-PL101
CH-2237-PL110

1.0 Policies

SP2	Settlement Hierarchy and Spatial Distrib
SP9	Design and Sustainability
D1	Sustainable design
D3	Protecting living conditions

T1 Assessment of transport matters

T2 Parking

SECN12 Achieving well-designed places

2.0 **Site History**

2.1 **25/00981/LDCP** - Side and rear extensions (as amended by plans received on 19/05/2025 and 22/05/2025).

Granted

2.2 **24/00265/FP** - Conversion of existing 3-bed house into two single level independent apartments (two one 1-bed). Erection of one 1-bed adjoined house and creation of 3 additional parking spaces and one garage (as a resubmission of planning reference 23/00392/FP) (as amended by plans received 21st May 2024).

Refused

– Appeal Dismissed

2.2 **23/00392/FP** - Conversion of existing 3-bed house into two single level independent apartments (one 2-bed and one 1-bed). Erection of one 1-bed adjoined house and creation of 4 additional parking spaces (as amended by plans received 17th May 2023).

Refused

– Appeal Dismissed

2.3 **20/02500/FP** - Conversion of existing dwelling into two 1-bed apartments and erection of one 2-bed attached dwelling.

Refused

– Appeal Dismissed

2.4 **14/02904/1** - Erection of a 2-bedroom attached dwelling, with two associated car parking spaces, use of existing vehicular access onto Weston Way, landscaping, and ancillary works.

Refused

2.5 **14/00407/1** - Erection of a 3-bedroom attached dwelling, with two associated car parking spaces, use of existing vehicular access onto Weston Way, landscaping, and ancillary works.

Withdrawn

3.0 **Representations**

3.1 **Hertfordshire Highways** – No objection subject to conditions.

- 3.2 **Environmental Health** – No objection subject to conditions.
- 3.3 **Waste and Recycling** – No objection and general advice given.
- 3.4 **Natural, Historic and Built Environment** – No objection subject to conditions.

3.5 **Neighbour Representations** – Objections received from 2 Willian Way and 167 Weston Way (Summary):

- Consider that work has already taken place on site without planning permission, including the extensions (carried out under PD and new service pipes).
- Query whether converting this 3-4 bed home into two smaller properties which are cramped, with disproportionate outside areas, is reasonable and acceptable.
- No consideration given to the boundary line shared with 2 Willian Way in terms of fencing. Requests condition to ensure a fence is sited here.
- Concerns over a disproportionate distribution of amenity space with the larger family unit getting the smaller amenity space, and the smaller unit getting the larger amenity space.
- Concern that the layout is generally contrived in an attempt to squeeze an additional dwelling onto the site. Internal layout of Unit B is functionally flawed.
- Site plan fails to account for the existing boundary treatments, including a hedge on the boundary with 167 Weston Way.
- The proposals do not comply with Policy HS5 of the Local Plan as they are not M4(2) accessible and adaptable.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

- 4.1.1 The application site comprises an end of terrace dwelling on the east side of Weston Way, Baldock. The existing dwelling enjoys a large triangular plot, mirrored by the detached neighbour 2 Willian Way, which is orientated 90 degrees from the host dwelling. This plot has a large amount of space to the front and side, with a small rear garden.

4.2 **Proposal**

- 4.2.1 The application seeks full planning permission for the conversion of existing 3 bed house into No.2 two storey independent dwellings - 1 x 1 bed, 1 person and 1 x 2 bed, 3 person, including the creation of parking, bin storage facilities and private amenity space to include erection of picket fence, rear patio and front driveway (as amended by plans received 9th February 2026).

4.3 **Key Issues**

- 4.3.1 The key issues for determination are the principle of development, the planning history, the design of the proposal and its impact on the character and appearance of the area, the impact on neighbouring properties, parking, BNG and other matters.

Principle for Development

- 4.3.2 The proposal looks to convert the host dwelling into two self-contained dwellings, through utilising the recently granted side and rear extensions, in an already built-up residential area in Baldock. This net increase of 1 dwelling is supported by National

and local planning policies, that seek to increase housing densities in urban areas as far as this is consistent with the principles of good design and place making. The contribution that these kinds of developments would make is both relevant and important, and therefore, no objection to the broad and general principle of development is raised in this instance. This is in line with Policy SP2 of the Local Plan.

- 4.3.3 At the time of writing, the Council cannot demonstrate a five-year housing land supply with the figure sitting between 2.6 and 3.3 years. In this respect, the matters set out under Paragraph 11d of the NPPF become relevant. This states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission be granted unless; i: the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or ii: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Planning History

- 4.3.4 There has been considerable planning history at this site dating back to 2014 up until now. The first application was a refused scheme on this site (under ref:14/02904/1) for a single-storey side addition which proposed to sub-divide the site. The reasons for refusal from that decision were as follows:

“1: The proposed dwelling by reason of its location and size would form an intrusive feature in the street scene along this part of Weston Way and Willian Way, out of character with and detrimental to the original and largely surviving planned form, layout and pattern of development of housing around the entrance to Willian Way, contrary to the aims and objectives of Policy 57 of the North Hertfordshire District Local Plan No 2 with Alterations and the advice set out in the National Planning Policy Framework. Furthermore, the development, if permitted, would set an unwelcome precedent for similar additions to other properties in the area, the cumulative effect of which would further erode the character, appearance and spatial quality of the area, contrary to the aims of Policy 26 of the North Hertfordshire District Local Plan No. 2 with Alterations 1996 and would be contrary to the principles of the National Planning Policy Framework.

2: The proposal involves an undesirable sub-division of the existing curtilage of 165 Willian Way, at the expense of this existing property which would be left with a small rear private amenity space contrary to the advice contained in Policy 57 of the North Hertfordshire District Local Plan No 2 with Alterations. Furthermore, the main private amenity space for the proposed dwelling would be in a visually prominent location, to the side, where any further domestic development/structures would erode the character of area by encroaching on the openness of the land surrounding the Willian Way junction. As such the proposal is regarded as inappropriate in its context and fails to take the opportunities available for improving the character and quality of the area and the way it functions (a requirement of National Planning Policy Framework). If implemented and repeated such development would further erode the essential character of the area, contrary to the aims of Policies 26 and 57 of the North Hertfordshire District Local Plan No. 2 with Alterations 1996 and would be contrary to the principles of the National Planning Policy Framework as it relates to good design and sustainable development.

3: The proposed siting of the dwelling, would give rise to a loss of residential amenity to the occupiers of the adjoining dwelling at No.2 Willian Way by reason of the close

proximity to their boundary and property contrary to the provisions of the National Planning Policy Framework and Policy 57 of the District Local Plan.”

- 4.3.5 An application was refused and dismissed at appeal (under ref: 20/02500/FP and appeal ref: APP/X1925/W/21/3284838) for the conversion of the host dwelling into two apartments and the erection of an attached dwelling. The reasons for refusal, upheld by the Inspector, were as follows:

“1: The scale, bulk and location of the proposed two-storey attached dwelling would occasion an adverse impact upon the amenities, reasonable living conditions and well-being of neighbouring properties, particularly the occupants of the adjoining detached dwelling No.2 Willian Way. By virtue of the close proximity of the proposal to the shared boundary, the two-storey addition would result in an overbearing and over-dominant impact, contrary to the provisions set out in the National Planning Policy Framework, Policy 57 of the Saved Local Plan and Policies D2 and D3 of the Emerging Local Plan.

2: The proposed developments' layout offers a poor level of amenity for future occupiers. This is demonstrated by the small internal floor areas for the first-floor flat and the attached dwelling. The first-floor flat's internal floor area, at 47 sqm, and the attached dwelling's internal floor area, at 70sqm, falls short of the recommendation of internal space as set out in the 'Technical housing standards - nationally described space standard', supported by emerging Policy D1 of the Submission 2011 - 2031.”

- 4.3.6 Following the above refusal and dismissed appeal, another application was refused and dismissed at appeal (under ref: 23/00392/FP and appeal ref: APP/X1925/W/23/3332761) for the conversion of the host dwelling into two apartments and the erection an attached dwelling. The reasons for refusal, upheld by the Inspector, is as follows:

“The scale, bulk and location of the proposed attached dwelling would occasion an adverse impact upon the amenities, reasonable living conditions and well-being of neighbouring properties, particularly the occupants of the adjoining detached dwelling No.2 Willian Way. By virtue of the close proximity of the proposal to the shared boundary, the attached dwelling would result in an overbearing and over-dominant impact, contrary to the provisions set out in the National Planning Policy Framework, and Policies D1 and D2 of the Local Plan”.

- 4.3.7 Following the above refusal and dismissed appeal, another application was refused and dismissed at appeal (under ref: 24/00265/FP and appeal ref: APP/X1925/W/24/3347317) for the conversion of the host dwelling into two apartments and the erection an attached dwelling. The reasons for refusal, upheld by the Inspector, is as follows:

“The proposed development, as a result of the amendments made in an attempt to overcome the previous reason for refusal on amenity grounds, is considered poorly designed and overly contrived. The proposal is still tight on the boundaries, albeit at single-storey, and would result in a subdivision of the site that would not respond positively to the sites local context in general. This is contrary to Policies SP9 and D1 of the Local Plan, as well as Section 12 of the NPPF”.

- 4.3.8 Most recently, an application was submitted under ref: 25/00981/LDCP for a proposed single storey side and rear extensions, which was granted. The applicant has built these two extensions under their permitted development rights.

- 4.3.9 The proposed development, which is the subject of this application, seeks to utilise the additional floor space as permitted under the most recent LDC application to convert the single dwelling into two dwellings, with associated parking, bin storage facilities and private amenity space to include erection of picket fence, rear patio and front driveway.
- 4.3.10 At this stage, it is noted that since the initial application in 2014 until now, this application is the first that seeks to purely utilise the additional built form under the host dwellings existing permitted development rights under Class A, as confirmed by the recent granting of the LDC, for the proposed subdivision of the site. All of the historic and more recent refusals and dismissed appeals, sought to propose a larger scale of development to the side of the host dwelling, which had subsequent impacts on the character and appearance of the area, amenity concerns and general overdevelopment. These impacts largely led to these refusals, but this application is different and will be considered on its own merits taking the permitted development extensions into account.

Design and Character of the Area

- 4.3.11 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 SP9 of the Local Plan further considers that new development will be supported where it is well designed and located and responds positively to its local context. These considerations are echoed in Section 12 of the NPPF.
- 4.3.12 The proposed development, in terms of operational development, would utilise the already built out single storey side and rear extensions which are permitted development under Class A (as confirmed by ref: 25/00981/LDCP), and other operational development namely a new front parking area, bin storage facilities and private amenity space to include erection of picket fence, rear patio and front driveway, to enable the dwellings conversion into two dwellings. Therefore, in terms of the impact of development on the character of the area, there is no real concern in this instance as the main new built form is permitted development which benefits from an approved LDC, and the only other operational development would be low level and not have a material impact. Moreover, the associated sub-division of the site from 1 dwelling into 2 dwellings, would have a layout that is not particularly typical of properties in the immediate area. However, given that the only new operational development would be modest single-storey extensions allowed under permitted development and other low level boundary treatments and landscaping, there is sufficient space remaining to allow a suitable layout for the two dwellings, even though the layout is atypical. Officers consider that the layout would be acceptable on balance in this instance.
- 4.3.13 In this case, in contrast to previous schemes at this site, it is considered that the proposal would result in an acceptable impact on the character and appearance of the area and would have an acceptable layout. This would accord with Policies SP9 and D1 of the Local Plan and Section 12 of the NPPF.

Impact on Neighbours/Future Occupiers

- 4.3.14 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.
- 4.3.15 The reasons for refusal for the previously refused applications under ref: 23/00392/FP and 24/00265/FP were centred around amenity loss and the impact the proposed development, particularly the proposed side addition, would have upon neighbouring properties, namely No.2 Willian Way. It was considered that the scale of the proposed

dwelling, coupled with its distance from the properties shared boundary, would likely result in loss of amenity through overdominance, increased over-looking abilities and loss of privacy. Moreover, further concerns were had that, particularly under the latest application, the development was still too tight on the boundaries and was considered poorly designed and overly contrived in general, to the detriment of neighbouring and future occupiers amenity.

- 4.3.16 Taking the attached neighbour at No.167 Weston Way first, it is considered that the proposed conversion of this dwelling into two dwellings would not result in any unacceptable levels of harm to amenity. The extension to the rear is no deeper than the neighbours extension and there is a sufficient boundary fence to maintain mutual privacy between the two properties. The proposed front driveway arrangement is not dissimilar to the general arrangements of parking areas on this part of Weston Way and whilst the proposal would intensify the site from 1 dwelling to 2 dwellings, this is a modest increase in movements which should not be adversely harmful to amenity generally. Overall, the proposal should not result in any material loss of privacy or daylight/sunlight, not be adversely overbearing on this attached neighbour.
- 4.3.17 Taking the detached neighbour at No.2 Willian Way next, which is the neighbour that shares its side boundary with the host property, it is acknowledged that the proposal would result in some impact upon this property owing to the close relationship between the two owing to the diagonal boundary line. The rear extension built under permitted development is relatively close to the shared boundary where No.2 already benefits from a similarly sized extension, where there is currently no fence to protect mutual privacy. As such, following correspondence with the agent, it has been agreed to amend the plans to ensure that the proposal will also incorporate a 6ft fence on the shared boundary with No.2 Willian Way, to protect shared privacy between the new occupiers and their immediate neighbour. This is considered reasonable, as there are no concerns with respect to loss of daylight/sunlight or overdominance given the orientation and scale of development, or other overlooking concerns as there are now no longer any new windows proposed at first floor. Similarly, whilst the proposal would intensify the site from 1 dwelling to 2 dwellings, this is a modest increase in movements which should not be adversely harmful to amenity generally. Overall, the concerns that have been raised historically at this site relating to the impact of development on the amenity of No.2 Willian Way have been satisfactorily addressed in this application, such that it is not considered that an objection on such grounds could be substantiated in an appeal scenario.
- 4.3.18 In terms of future occupiers, the proposed Unit A would measure approx. 76sqm for a 2-bedroom/3-person dwelling over two-stories. This would exceed the space standards requirement, which is 70sqm, and there is sufficient storage space. The proposed Unit B would measure approx. 47sqm for a 1-bedroom/1-person dwelling over two-stories. The national space standards do not have a standard floor space size for a 1-bedroom/1-person dwelling over two-stories, only 1 story, which is 39sqm. In this case, the floor area of Unit B is considered acceptable as it is in excess of the 39sqm requirement.
- 4.3.19 The proposed sub-division of the plot would see the smaller amenity area located at the rear be allocated to the larger 2-bedroom dwelling Unit A, with the larger amenity area located to the side/front allocated to the smaller 1-bedroom dwelling Unit B. This is an atypical arrangement, as one would normally expect the larger garden to go to the larger unit, but this layout is down to the on-site conditions. It is considered that, whilst this arrangement would be somewhat atypical, this is not unacceptable or harmful to future occupiers and would be more of a buyer beware issue. The LPA no longer have a minimum standard for garden sizes so an objection on this issue would

not be considered reasonable. Overall, again in contrast to the previous applications at this site, it is considered that the proposal would have an acceptable impact on the amenity of future occupiers.

- 4.3.20 In conclusion, it is considered that the proposed development is acceptable in terms of its impact on neighbours and future occupiers. The proposal would utilise extensions built out under permitted development, and it is deemed that the proposal would not give rise to any materially adverse harm upon the amenities and reasonable living conditions of No.2 William Way and No.167 Weston Way. As such, the proposal is in accordance with Policy D3 of the Local Plan and Section 12 of the NPPF.

Access and Parking

- 4.3.21 The proposed access and parking arrangement is very similar to that at other immediate neighbours on Weston Way, including the immediate neighbour at No.167, utilising the existing vehicular access onto the highway. The Highway Authority do not object to the proposal on highway safety grounds, and it is considered that the parking layout, which would allocate 2 parking spaces for Unit A and 1 parking space for Unit B with an area for turning on-site, is acceptable in planning terms and is in accordance with the Vehicle Parking at New Development SPD. The driveway would be laid with gravel which is porous and acceptable.
- 4.3.22 Moreover, in response to the concerns raised by 167 Weston Way, the agent submitted an amended site plan which shows the hedging along the shared boundary. This matter has therefore been satisfactorily resolved.

BNG

- 4.3.23 The proposal is exempt from the mandatory 10% BNG requirements.

Other Matters

- 4.3.24 The proposed bin-storage area is to be located at the front of the site near the access to Weston Way, which is again similar to existing arrangements on this street. The Waste and Recycling Team have no objections to this arrangement.
- 4.3.25 In terms of the concerns raised by the interested parties, it is considered that the majority have been satisfactorily addressed in the body of this report. However, in respect of the concern that development appears to already be taking place prior to any decision, Officers would note that this is at the applicant's risk. Moreover, there is no requirement for all new dwellings to be compliant with Policy HS5 of the Local Plan and be M4(2) accessible and adaptable, this proposal would fall below the threshold.
- 4.3.26 The formal response from Environmental Health includes a precautionary contaminated land condition, which is considered reasonable, and an EV charging point condition, which is also reasonable given this is a conversion scheme.
- 4.3.27 The formal response from HCC Archaeology seeks a full Archaeological WSI prior to commencement of development. It is considered that, given that this proposal is utilising additional built form through permitted development extensions and modest ground works to facilitate a driveway and landscaping, a full WSI is not reasonable in this instance as the development in depth has essentially already been carried out. However, given that this is a site in Baldock which has a rich archaeological history, a precautionary archaeological condition will be recommended instead which is proportional to the scale of development in this instance.

- 4.3.28 Given the nature of the proposed conversion and the relationship with neighbours, it is considered reasonable to remove Permitted Development Rights from both properties through Classes A, AA, B, C and E of the GPDO 2015.

4.4 **Conclusion**

- 4.4.1 In conclusion, it is considered that the proposed development would be acceptable in principle and given that it would lead to a net increase of 1 dwelling, the provisions of Paragraph 11d of the NPPF are engaged.

The proposed conversion of the existing 3 bed house into No.2 x two storey independent dwellings would utilise the newly built side and rear extensions allowed under permitted development, such that the impact on the character of the area is acceptable. Given this, the remaining area of the site would allow for an acceptable layout for both dwellings with reasonable parking, private amenity space, and suitable hard and soft landscaping.

The proposed development would not result in materially adverse harm to the reasonable living conditions and well-being of neighbouring properties, subject to a new 6ft fence line on the boundary with No.2 William Way. The proposed layout, which is acknowledged to be somewhat atypical, is not considered unacceptable or harmful to future occupiers and would be more of a buyer beware issue.

The proposed access and parking area are considered acceptable, and no objections are raised by the Highway Authority.

Overall, the proposed development is considered acceptable and there are no significant or demonstrable reasons to refuse the proposal.

4.5 **Alternative Options**

- 4.5.1 None.

4.6 **Pre-Commencement Conditions**

- 4.6.1 N/A.

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 commencement of the development hereby permitted, a plan for cycle storage for 3 cycles is to be provided and be designed in line with design standards contained in Chapter 11 of the Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020). Prior to first occupation the approved design shall be fully implemented and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018).

4. 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 Method 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).

5. Prior to the first occupation of the development hereby permitted 2.0 x 2.0 metre pedestrian visibility splays shall thereafter be retained at all times to each side of the access. They shall be measured from the point where the edges of the access way cross the highway boundary, 2.0 metres into the site and 2.0 metres along the highway boundary therefore forming a triangular visibility splay. Within which, there shall be no obstruction to visibility between 0.6 metres and 2.0 metres above the carriageway.

Reason: To ensure construction of a satisfactory development and in the interests of highway pedestrian safety in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018).

6. In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with BS10175:2026. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the Environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

7. Prior to occupation, each new dwelling shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

8. If during the commencement of development hereby approved, any artifacts of archaeological interest are uncovered on site, all construction will cease and the applicant will make contact with the Local Planning Authority and County Council LEADS Department to consider reasonable next steps, including a site visit and further provisions should this be deemed necessary.

Reason: The site lies within an area where there is 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 permitted and to comply with Policy HE4 of the North Hertfordshire Local Plan 2011 to 2031.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, AA, B, C and E of Part 1 (and any further new class that may be introduced by way of an update) 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.

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. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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.

Signed  Shaun Greaves Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 6 March 2026	