

PLANNING COMMITTEE - 11 DECEMBER 2025

25/1909/FUL – Creation of vehicle access and dropped kerb onto Henderson Place at 318 TOMS LANE, KINGS LANGLEY, HERTS, WD5 0RB

Parish: Abbots Langley Parish Council
Expiry of Statutory Period: 1 January 2026

Ward: Abbots Langley and Bedmond
Case Officer: Suzanne O'Brien

Recommendation: That Planning Permission be granted.

Reason for consideration by the Committee: Land within the application site is owned by Three Rivers District Council.

To view all documents forming part of the application, please go to the following website:
[25/1909/FUL | Creation of vehicle access and dropped kerb onto Henderson Place | 318 Toms Lane Kings Langley Hertfordshire WD5 0RB](#)

1 Relevant Planning History

- 1.1 No relevant planning history.

2 Description of Application Site

- 2.1 The application site contains a two storey semi-detached dwelling located along Toms Lane. The dwelling is sited on a corner plot with the front elevation angled in a north west direction facing the junction of Toms Lane and Henderson Place.
- 2.2 The site contains an area of hardstanding sited along the southern boundary with No.1 Henderson Place. This is served by gates. Cars were parked on the hardstanding at the time of the site visit although the site is not served by a cross over and area of grasscrete leads from the road up to the footpath in front of the site.
- 2.3 A footpath runs along the western boundary of the site, between the footpath and road is a large green verge. Henderson Place is characterised by dwellings being set back from the road with large green verges on both sides sited between the residential properties and highway. Grasscrete has been installed on the grass verges that runs parallel to the road.
- 2.4 The application site is located within the Metropolitan Green Belt.

3 Description of Proposed Development

- 3.1 This application seeks planning permission for the creation of a vehicle access and dropped kerb onto Henderson Place.
- 3.2 The access would extend from the western boundary to the road for a length of 12.7m and would cross both the footpath and grass verge, including the grasscrete. The access would have a maximum width of 4.7m. A dropped kerb onto Henderson Place with a width of 4.6m is proposed. No alterations within the curtilage of the site are proposed.

4 Consultation

4.1 Statutory Consultation

- 4.1.1 Abbots Langley Parish Council: [No objection]

Members assume the visibility splay conforms to Highway requirements for a road of the size and have no comment.

4.1.2 Herts Highways Authority: [No objection]

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.

AN1) New or amended vehicle crossover access (section 184): 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.

AN2) 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.

Comments

Context: The development site is located on Toms Lane, a local access 'C' road subject to a 30mph speed limit. The development site proposes to have vehicular access on Henderson Place, an unclassified local access road with a 30mph speed limit. Henderson Place and Toms Lane are both considered highway maintainable at public expense. On Hertfordshire County Council's Place and Movement network, Toms Lane and Henderson Place are categorised as P2/M1s (e.g. Residential Street). No reportable highway collisions recorded within the immediate vicinity of the application site (5-year rolling). No Public Right of Way (as shown on the PRoW map) directly affects the site or would be affected by the proposal. The county council considers Toms Lane to be traffic sensitive between the hours of 07:00 - 09:30 and 16:00 - 18:30 Monday to Friday.

Access: No vehicular access currently exists on the development site. It appears (from historical imagery of the site) that vehicles have been accessing the site via an unauthorised vehicle crossover, crossing over a Hertfordshire Highways-maintained footpath in order to access the site. The applicant is reminded that if this application for planning permission is refused or withdrawn then the unauthorised vehicle crossovers should cease and that this is enforceable under the Highways Act 1980.

The above notwithstanding, the Highway Authority has not identified any concerns with the proposals in terms of access. Visibility appears to be achievable considering the low traffic environment of Henderson Place and the grasscrete verge allows for a vehicle to stop and wait for an obstruction to clear.

Trip generation: The nature of this development is unlikely to result in an increase in trips to and from the site, therefore no impact on the highway network is identified.

Parking: Informal grasscrete parking bays appear to line both sides of Henderson Place; the positioning of the proposed dropped kerbs and ramped kerbs allow one vehicle to continue parking to the north of the proposed access point.

A dropped kerb and vehicle crossover arrangement in this position would not result in a net decrease of parking spaces overall, as where one vehicle could have parked parallel, the proposed access point will allow two vehicles to enter and park on site. This removes two vehicles from needing to utilise on-street parking.

The Highway Authority therefore has no concerns with the proposal in relation to parking but notes that the Local Planning Authority have their own parking standards, which naturally the application will need to meet.

Emergency vehicle and waste collection vehicle access: The proposal will not affect existing access arrangements for either emergency vehicles or refuse collection vehicles.

Conclusion

HCC as Highway Authority has considered the proposal and concludes that it would not give rise to an unacceptable impact on the safety or operation of the surrounding highway. It raises no objections but recommends the inclusion of the above highway informative / advisory notes.

4.1.3 National Grid: No comments received.

4.2 Public/Neighbour Consultation

4.2.1 Number consulted: 5

4.2.2 No of responses received: 0

4.2.3 Press/Site Notice: Not required.

4.2.4 Summary of Responses: Not applicable.

5 Reason for Delay

5.1 Not applicable.

6 Relevant Planning Policy, Guidance and Legislation

6.1 National Planning Policy Framework and National Planning Practice Guidance

In December 2024 the new National Planning Policy Framework was published. This is read alongside the National Planning Practice Guidance (NPPG). The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another. The 2024 NPPF is clear that “existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework”.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

6.2 The Three Rivers Local Plan

The application has been considered against the policies of the Local Plan, including the Core Strategy (adopted October 2011), the Development Management Policies Local Development Document (adopted July 2013) and the Site Allocations Local Development Document (adopted November 2014) as well as government guidance. The policies of Three Rivers District Council reflect the content of the NPPF.

The Core Strategy was adopted on 17 October 2011 having been through a full public participation process and Examination in Public. Relevant policies include Policies PSP1, CP9, CP10, CP11 and CP12.

The Development Management Policies Local Development Document (DMLDD) was adopted on 26 July 2013 after the Inspector concluded that it was sound following Examination in Public which took place in March 2013. Relevant policies include DM1, DM2, DM6, DM8, DM13 and Appendices 2 and 5.

6.3 Other

The Community Infrastructure Levy (CIL) Charging Schedule (adopted February 2015).

The Localism Act received Royal Assent on 15 November 2011. The growth and Infrastructure Act achieved Royal Assent on 25 April 2013.

The Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2010, the Natural Environment and Rural Communities Act 2006 and the Habitat Regulations 1994 may also be relevant.

7 **Planning Analysis**

7.1 Green Belt

7.1.1 The application site falls within the Metropolitan Green Belt.

7.1.2 Policy CP11 of the Core Strategy (adopted October 2011) sets out that the Council will maintain the general extent of the Green Belt in the District and will encourage appropriate positive use of the Green Belt and measures to improve environmental quality. There will be a presumption against inappropriate development that would not preserve the openness of the Green Belt, or which would conflict with the purpose of including land within it.

7.1.3 Policy DM2 of the Development Management Policies LDD (adopted July 2013) notes that "as set out in the NPPF, the construction of new buildings in the Green Belt is inappropriate with certain exceptions". Relevant to this current application is a) New Buildings, which states "Within the Green Belt, except in very special circumstances, approval will not be given for new buildings other than those specified in national policy and other relevant guidance". Policy DM2 was adopted prior to the publication of the current NPPF. However, it was adopted after the publication of the original 2012 NPPF, and the Green Belt policies in the NPPF in relation to inappropriate development are not materially different between the two. On that basis, it is considered that Policy DM2 is in accordance with the NPPF and may be afforded weight. The NPPF is considered to contain national policy and therefore relevant guidance and a relevant material consideration.

- 7.1.4 Paragraph 153 states that “Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”. Paragraph 153 states “When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”.
- 7.1.5 Paragraph 154 states “A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this includes:
- h) Other forms of development provided that 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, of for cemeteries and burial grounds; and
 - vi. development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order”.
- 7.1.6 NPPF Paragraph 143 sets out the purposes of including land within Green Belt:
- a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 7.1.7 The installation of a drop kerb and hardstanding would constitute an engineering operation. The application site is located within a residential cul-de-sac where there is evidence of cars parked on the highway and existing grasscrete on the green verge, including in front of the application dwelling. The character is therefore residential in nature interspersed with green space. The addition of the access would introduce a hard landscaped feature on an existing green verge and would facilitate the movement of cars along the verge, although theses are already facilitated by the existing grasscrete along the grass verge. Considering the context of the site within a residential street surrounded by built form and highway infrastructure the proposed development would not adversely affect the openness of the Green Belt within the site or wider context. Taking the character of the site and immediate surroundings into account the land on which application site is located does not contribute to the purposes of including land within Green Belt. As such, the proposal would not conflict with the purposes of including land within the Green Belt. The hardstanding and dropped kerb would be an appropriate form of development within the Green Belt.
- 7.1.8 The proposed development would be in accordance with Policy CP11 of the Core Strategy, Policy DM2 of the Development Management Policies LDD and the NPPF.
- 7.2 Character and Impact on the street scene.
- 7.2.1 Policy CP12 of the Core Strategy (adopted October 2011) relates to design and states that in seeking a high standard of design the Council will expect development proposals to 'have regard to the local context and conserve or enhance the character, amenities and quality of an area'. Development should make efficient use of land but should also respect the 'distinctiveness of the surrounding area'; 'have regard to the local context and conserve or

enhance the character, amenities and quality of an area' and 'incorporate visually attractive frontages to adjoining streets and public spaces'. Policy DM1 and Appendix 2 of the Development Management Policies LDD advises that development should not be unduly prominent in the streetscene.

7.2.2 The proposed access would be sited adjacent to an existing access serving No.1 Henderson Place. There is also an example of an access on the opposite side of Henderson Place. These accesses are of similar scale in terms of depth and width to that of the proposed development. The proposed access would therefore not appear contrived or unduly prominent within the street scene or setting and would not result in demonstrable harm to the visual amenities or character of the area.

7.2.3 The development would be acceptable and in accordance with Policies CP1 and CP12 of the Core Strategy and Policy DM1 and Appendix 2 of the DMP LDD.

7.3 Impact on amenity of neighbours

7.3.1 Policy CP12 of the Core Strategy advises that development proposals should 'protect residential amenities by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space'. Appendix 2 of the Development Management Policies LDD states that 'oversized, unattractive, and poorly sited development can result in loss of light and outlook for neighbours and detract from the character and appearance of the streetscene'

7.3.2 The addition of a dropped kerb, hardstanding and use of land to allow vehicles to access the residential curtilage would not result in any loss of light, harm to the visual amenities or noise and disturbance to the surrounding neighbouring properties.

7.3.3 The proposal would not result in any harm to the residential amenities of the surrounding neighbouring properties in accordance with Policy CP12 of the Core Strategy and Policy DM1 and Appendix 2 of the DMP LDD.

7.4 Highways, Access and Parking

7.4.1 Policy CP10 of the Core Strategy requires development to demonstrate that it will provide a safe and adequate means of access and Policy DM13 and Appendix 5 of the Development Management Policies LDD sets out off street car parking standards.

7.4.2 The site contains an area of hardstanding currently, which whilst not served by an existing dropped kerb, was observed at the time of the officer site visit to accommodate a vehicle. The proposed development would not alter the existing extent of hardstanding within the sites curtilage but would provide a formal means of access. It would however provide a more formal access to serve the existing parking provision through the addition of a dropped kerb and access over the footpath. The Highways Officer has raised no objections to the proposed development in terms of impact on highway safety and confirmed that visibility would be achievable. The proposed plans indicates that the existing hedging would be removed or lowered to facilitate visibility in regard to the adjacent footpath. Thus, sufficient visibility would be provided to protect users of the highway from cars exiting the site onto the footpath and adjacent road.

7.4.3 It is noted that there is a set of gates along the frontage of the existing hardstanding that open into the site. There is sufficient space within the proposed access to allow vehicles to stand clear of both the footpath and road whilst these gates are opened. As such, the proposal would not result in an obstruction to users of the highway.

7.4.4 It is noted that the access would cross over existing grasscrete which provides a parking space. However, the Highways Officer has confirmed that the proposal would facilitate off road parking and as such raised no objection to the removal of the grasscrete to facilitate access.

7.4.5 The proposed hardstanding would be flanked by grass where any water could run off. Any planning permission would also include a condition requiring details of materials to be submitted which could ensure that the materials would be porous. The existing land where the access would be located also appeared compact when viewed on the site visit also facilitated by the grasscrete. It is therefore considered that the proposed addition of the hardstanding would result in excess runoff of water onto the highway.

7.4.6 The proposed development would not adversely affect highway safety or existing parking facilities in accordance with Policy CP10 of the Core Strategy and Policies DM8, DM13 and Appendix 5 of the Development Management Policies LDD.

7.5 Landscaping

7.5.1 Policy DM6 of the Development Management Policies LDD relates to trees and landscaping. It states that 'development proposals on sites which contain existing trees and hedgerows will be expected to retain as many trees and hedgerows as possible, particularly those of local amenity or nature conservation value or hedgerows considered to meet the criteria of the Hedgerow Regulations 1997'.

7.5.2 A tree is sited close to the proposed access on the existing verge. The plans indicate that this tree would be retained and would not be removed to facilitate the development. The siting of the access would not affect the health and longevity of the tree and green space would be retained to support the tree.

7.5.3 The plans indicate that approximately 3m length of hedging forming the boundary treatment with Henderson Place would be reduced in height to facilitate the development. As this serves a residential property and the hedging would be retained, the lowering of a residential hedge to facilitate the development would not affect local amenity or materially affect the nature conservation value of the site or surroundings.

7.6 Wildlife and Biodiversity

7.6.1 Section 40 of the Natural Environment and Rural Communities Act 2006 requires Local Planning Authorities to have regard to the purpose of conserving biodiversity. This is further emphasised by regulation 3(4) of the Habitat Regulations 1994 which state that Councils must have regard to the strict protection for certain species required by the EC Habitats Directive.

7.6.2 The protection of biodiversity and protected species is a material planning consideration in the assessment of applications in accordance with Policy CP9 of the Core Strategy (adopted October 2011) and Policy DM6 of the DMLDD. National Planning Policy requires Local Authorities to ensure that a protected species survey is undertaken for applications that may be affected prior to determination of a planning application.

7.6.3 In this case, a Biodiversity Checklist has accompanied the application and details that no protected species would be affected as a result of the development. Given the nature of the proposed development it is not considered that the proposal would result in any harm to any protected species as such, no objections are raised.

7.7 Mandatory Biodiversity Net gain.

7.7.1 Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 sets out that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the 'biodiversity gain condition' requiring development to achieve a net gain of 10% of biodiversity value. This is subject to exemptions as set out in The Biodiversity Gain Requirements (Exemptions) Regulations 2024.

7.7.2 In this case, the applicant has confirmed that if permission is granted for the development to which this application relates the biodiversity gain condition would not apply because the

proposal would be di-minimis. The area to be covered by hardstanding is approximately 25sq.m in area and largely constitutes grasscrete which facilitates the parking and passing of cars so there would be no net loss of habitat. The hedging along the frontage with Henderson Place would be reduced in height which would reflect routine maintenance of a residential hedge as such there would be no net loss of hedging. The proposal would therefore fall within this exception.

8 RECOMMENDATION: That PLANNING PERMISSION BE GRANTED subject to the following conditions:

- C1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990 and as amended by the Planning and Compulsory Purchase Act 2004.

- C2 The development hereby permitted shall be carried out in accordance with the following approved plans:

L(10)010 P01, L(20)010 P01, L(20)011 P01, L(20)100 P01, L(20)200 P01, L(20)200 P01.

Reason: For the avoidance of doubt, in the proper interests of planning, the character of the area and Green Belt, and the residential amenities of neighbouring dwellings in accordance with Policies CP1, C9, CP10, CP11 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1, DM2, DM6, DM8, DM13 and Appendices 2 and 5 of the Development Management Policies LDD (adopted July 2013) and NPPF.

- C3 Before any building operations above ground level hereby permitted are commenced, samples and details of the proposed external permeable materials to be used for the access, shall be submitted to and approved in writing by the Local Planning Authority and no external materials shall be used other than those approved.

Reason: To prevent the development being constructed in inappropriate materials and to ensure provision for surface water, in accordance with Policies CP1, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1, DM8 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

- C4 The development shall not be occupied until visibility splays have been provided in accordance with the approved details.

Reason: In the interests of highway safety and convenience in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011).

8.1 Informatives:

- I1 With regard to implementing this permission, the applicant is advised as follows:

All relevant planning conditions must be discharged prior to the commencement of work. Requests to discharge conditions must be made by formal application which includes a fee.

There may be a requirement for the approved development to comply with the Building Regulations. Please contact Hertfordshire Building Control (HBC) on 01438 879990 or at buildingcontrol@hertfordshirebc.co.uk who will be happy to advise you

on building control matters and will protect your interests throughout your build project by leading the compliance process. Further information is available at www.hertfordshirebc.co.uk.

Community Infrastructure Levy (CIL) - Your development may be liable for CIL payments and you are advised to contact the CIL Officer for clarification with regard to this (cil@threerivers.gov.uk). If your development is CIL liable, even if you have been granted exemption from the levy, please be advised that before commencement of any works it is a requirement under Regulation 67 of The Community Infrastructure Levy Regulations 2010 (As Amended) that CIL form 6 (Commencement Notice) must be completed, returned and acknowledged by Three Rivers District Council before building works start. Failure to do so will mean you lose the right to payment by instalments (where applicable), and a surcharge will be imposed. However, please note that a Commencement Notice is not required for residential extensions IF relief has been granted.

Following the grant of planning permission by the Local Planning Authority it is accepted that new issues may arise post determination, which require modification of the approved plans. Please note that regardless of the reason for these changes, where these modifications are fundamental or substantial, a new planning application will need to be submitted. Where less substantial changes are proposed, the following options are available to applicants:

{\b (a)} Making a Non-Material Amendment

{\b (b)} Amending the conditions attached to the planning permission, including seeking to make minor material amendments (otherwise known as a section 73 application).

It is important that any modifications to a planning permission are formalised before works commence otherwise your planning permission may be unlawful and therefore could be subject to enforcement action. In addition, please be aware that changes to a development previously granted by the LPA may affect any previous Community Infrastructure Levy (CIL) owed or exemption granted by the Council. If you are in any doubt whether the new/amended development is now liable for CIL you are advised to contact the Community Infrastructure Levy Officer (01923 776611) for clarification. Information regarding CIL can be found on the Three Rivers website (<https://www.threerivers.gov.uk/services/planning/community-infrastructure-levy>).

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

Where possible, energy saving and water harvesting measures should be incorporated. Any external changes to the building which may be subsequently required should be discussed with the Council's Development Management Section prior to the commencement of work. Further information on how to incorporate changes to reduce your energy and water use is available at: <https://www.threerivers.gov.uk/services/environment-climate-emergency/home-energy-efficiency-sustainable-living#Greening%20your%20home>.

- 12 The Local Planning Authority has been positive and proactive in its consideration of this planning application, in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The development maintains/improves the economic, social and environmental conditions of the District.
- 13 The applicant is reminded that the Control of Pollution Act 1974 allows local authorities to restrict construction activity (where work is audible at the site boundary).

In Three Rivers such work audible at the site boundary, including deliveries to the site and running of equipment such as generators, should be restricted to 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays and Bank Holidays.

- 14 The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:
- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
 - b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Three Rivers District Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not apply.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because the following statutory exemption or transitional arrangement is considered to apply.

Development below the de minimis threshold, meaning development which:

- a) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- b) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

Where the local planning authority considers that the permission falls within paragraph 19 of Schedule 7A to the Town and Country Planning Act 1990, the permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun, and, if subject to phased development, before each phase of development may be begun.

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans. The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

More information can be found in the Planning Practice Guidance online at <https://www.gov.uk/guidance/biodiversity-net-gain>.

- 15 New or amended vehicle crossover access (section 184): 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.
- 16 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.