

PLANNING COMMITTEE – 22 January 2026

25/2150/FUL - Extension of existing crossover and alterations to driveway at 10 Oak Green, Abbots Langley, Hertfordshire, WD5 OPG.

Parish: Abbots Langley Parish Council
Expiry of Statutory Period: 09.01.2026

Ward: Abbots Langley And Bedmond
Case Officer: Danielle Kavanagh

Recommendation: That planning permission be GRANTED subject to conditions.

Reason for consideration by the Committee: The agent for the application is a District Councillor.

To view all documents forming part of this application, please go to the following website:
[25/2150/FUL - Extension of existing crossover and alterations to driveway at 10 Oak Green, Abbots Langley, Hertfordshire](#)

1 Relevant Planning History

- 1.1 25/0658/FUL - Conversion of existing garage to habitable accommodation, including alterations to fenestration and extension to existing hardstanding to frontage. - 23.05.2025 – Permitted (partially implemented, garage conversion)
- 1.2 25/0645/CLPD - Certificate of Lawfulness Proposed Development: Construction of outbuilding to rear, loft conversion including rear dormer and front rooflight – 05.06.2025 – Permitted, implemented

2 Description of Application Site

- 2.1 The application site contains a semi-detached two-story dwelling, located on the northern side of Oak Green, Abbots Langley. Land levels on the site rise from front to rear in a south to north direction.
- 2.2 The streetscene of Oak Green is characterised by a variety of red brick dwellings, including terraced, semi-detached and link detached dwellings, set on gently staggered building lines.
- 2.3 The application dwelling is finished in mixed red brick with tile hanging at part of the first floor level. The dwelling's integrated garage has been converted to provide habitable accommodation. Within the frontage, there is space for one car to park and an area of lawn. To the rear of the dwelling is a patio with the majority of the amenity area laid to lawn. All boundaries to the rear of the dwelling are marked by close-board wooden fencing. The dwelling benefits from an outbuilding to the rear of the site.
- 2.4 The attached semi-detached neighbour No. 11 Oak Green is built in a similar style to the host dwelling and sits on the same land level. The neighbour to the west No. 9 Oak Green is a link detached red brick dwelling. This neighbour is set forward of the host dwelling.

3 Description of Proposed Development

- 3.1 This application seeks full planning permission for the extension of existing crossover and alterations to driveway.
- 3.2 The driveway extension would require the removal of an area of lawn and the creation of an area of water-permeable hardstanding. The extension would be splayed and measure 4.8m wide at the front boundary, increasing to 6.6m at the rear of the frontage. It would be 5.8m deep, the resulting increased area of hardstanding would be 31.9 sqm. It would be constructed on the western side of the existing driveway. The driveway finish was confirmed

by the agent and would be block paving with open joints for drainage, and would feature an additional drainage grill at the front boundary. The proposal would create space for two cars to park.

3.3 The proposed crossover extension would result in one additional section (approximately 0.9m) of dropped kerb being added to the existing vehicular crossover.

3.4 Amended plans were sought and received during the course of the application, reducing the extent of the proposed crossover extension.

4 Statutory Consultation

4.1 National Grid: [No response received]

4.2 Abbots Langley Parish Council: [No response received]

4.3 Hertfordshire County Council Highways: [Comment 1, 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 recommends that permission be refused for the following reasons:

- 1) *The proposed extended vehicle crossover (VXO) is not in accordance with Hertfordshire County Council's (HCC) specifications and has the potential to negatively impact on the free and safe flow of pedestrian highway user on the adjacent local access road due to the unnecessarily long VXO / dropped kerb in which pedestrians would need to cross. The proposals are therefore contrary to policy guidelines as outlined in the National Planning Policy Framework (NPPF) 2019 and Hertfordshire's Local Transport Plan (LTP4) 2018.*

Comments

The development site is located on Oak Green, an unclassified local access road subject to a 20mph speed limit and is considered highway maintainable at public expense. On Hertfordshire County Council's Place and Movement network, Oak Green is categorised as P2/M1 (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 site currently shared a dropped kerb and vehicle crossover with number 11, comprising of (approximately) seven dropped kerbs and two ramped kerbs. Each dropped/ramped kerb is 0.9m in length, meaning the length of the current dropped kerb is 6.3m (8.1m including ramped). The proposals include extending this a further 2.7m (3.6m including ramped kerbs). This means the dropped kerb would be extended to 10 flat kerbs and two ramped kerbs.

Hertfordshire County Council's Residential Dropped Kerb Policy states that:

"If the property already has a dropped kerb, we will only extend the existing access up to a maximum of four flat kerbs which equals 3.6m. This is the widest dropped kerb that we will allow. You will also be provided with one or two ramped kerbs depending on your property. Please do not apply for a dropped kerb wider than this as it will be refused"

It also states that: "A double dropped kerb which serves two properties will get 6 flat kerbs. Please do not apply for a dropped kerb wider than this as it will be refused."

A proposed dropped kerb arrangement totalling 10 flat kerbs cannot be accepted and is contention with the Dropped Kerb Policy and resultantly, Hertfordshire County Council's

Local Transport Plan (LTP4 - adopted 2018) Policy 5(b) - safe and acceptable access arrangements.

The Highway Authority is therefore recommending refusal on this application for the above reasons. The HA would not be minded to refuse an application which extended the current arrangement by one flat kerb (0.9m), meaning both properties received the four flat kerb maximum specified in the Residential Dropped Kerb Policy. As far as it is concerned, the current seven kerb arrangement provides four for the neighbouring property and three for number 10, as highlighted in the image below.



4.4 Hertfordshire County Council Highways: [Comment 2, Objection overcome]

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.

Informatives

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

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>

AN2) 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 website: <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) 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.

AN4) 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

Amended plan: Following initial comments made by the Highway Authority on 23 December 2025, in which we recommended refusal based on an overly-long dropped kerb proposal, a modified plan removing this has been submitted. The Highway Authority is therefore re-assessing this application based on the amendments.

Context: The development site is located on Oak Green, an unclassified local access road subject to a 20mph speed limit and is considered highway maintainable at public expense. On Hertfordshire County Council's Place and Movement network, Oak Green is categorised as P2/M1 (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.

Access: The site currently shares a vehicle crossover and dropped kerb with the neighbouring property, number 11, comprising of (approx.) 7 flat kerbs and 2 ramped kerbs. This is the sole vehicular access to the site. The proposals, following amendments demonstrated in drawing no. 2448-SK-500-B, comprise of extending the existing drive by 1 kerb, meaning the crossover will subsequently comprise of 8 flat kerbs and 2 ramped kerbs. This is in line with the Residential Dropped Kerb Policy which states that one dwelling can have a maximum of 4 flat kerbs, meaning the two dwellings together will have a dropped kerb made up of 8 flat kerbs and have 4 each. No issues have therefore been identified by the Highway Authority following these amendments.

Parking: As a result of the widened crossover, the development proposes to increase the number of parking spaces available to two. The Local Planning Authority will need to be content that proposals meet local parking standards, however the Highway Authority has no issue with the addition of an extra parking space at this location.

Surface water flood risk to the highway: The applicant is reminded that surface water must not be allowed to flow or be discharged onto land considered highway maintainable at public expense. Considering the nature and extent of the development the Highway Authority is content that this risk has not increased as a result of this development.

Emergency vehicle access: No changes to the current emergency access have been identified and all parts of the building will be within the 45m distance required for a fire tender to be able to reach in an emergency.

Access for waste collection vehicles: No changes to the waste collection arrangements are proposed or identified.

4.5 Public/Neighbour Consultation

4.6 Neighbours consulted: 5

4.7 Responses received: 0

5 Reason for Delay

5.1 No Delay

6 Relevant Planning Policy, Guidance and Legislation

6.1 Legislation

6.2 Planning applications are required to be determined in accordance with the statutory development plan unless material considerations indicate otherwise as set out within S38 (6) Planning and Compulsory Purchase Act 2004 and S70 of Town and Country Planning Act 1990).

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

6.4 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.

6.5 The Environment Act 2021.

6.6 National Planning Policy Framework and National Planning Practice Guidance

In 2024 the National Planning Policy Framework was revised. 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 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.

6.7 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 CP1, CP9, CP10 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, DM6, DM8, DM13 and Appendices 2 and 5.

7 Planning Analysis

7.1 Background

- 7.1.1 This application follows application 25/0658/FUL for the conversion of the existing garage to habitable accommodation, including alterations to fenestration and extension to the existing hardstanding to the frontage, which was approved at the May 2025 Planning Committee Meeting. The differences between the previous application and this one are an increase in the area of hardstanding to the front of the dwelling (a 24.8 sqm increase was approved, and a 31.9 sqm increase is proposed. The proposed driveway would be wider at the front boundary than the approved scheme which had a splayed western flank line.) and a proposed extension of the vehicular crossover. The garage conversion approved as part of the previous application has been implemented and is not included in this application.

7.2 Impact on the character and appearance of the host dwelling

- 7.2.1 Policy CP1 of the Core Strategy (adopted October 2011) seeks to promote buildings of a high enduring design quality that respect local distinctiveness and Policy CP12 of the Core Strategy 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.
- 7.2.2 Policy DM1 and Appendix 2 of the Development Management Policies Local Development Document (adopted July 2013) set out that development should not lead to a gradual deterioration in the quality of the built environment, have a significant impact on the visual amenities of the area and that extensions should respect the existing character of the dwelling, particularly with regard to the roof form, positioning and style of windows and doors, and materials.
- 7.2.3 The proposed driveway extension would result in the removal of an area of lawn and an increase in usable driveway space for the host dwelling, providing an additional assigned parking space within the frontage. While the loss of an area of soft landscaping is regrettable, a modest area of soft landscaping adjacent to the boundary with No. 9 would be maintained, which would soften the appearance of the driveway and help to preserve the character and appearance of the street scene.
- 7.2.4 In summary, the proposed development would not result in any adverse harm to the character or appearance of the host dwelling or streetscene. The development would be acceptable in accordance with Policies CP1 and CP12 of the Core Strategy (2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (2013)

7.3 Impact on amenity of neighbours

- 7.3.1 Policy CP12 of the Core Strategy states that development should 'protect residential amenities by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space'. Policy DM1 and Appendix 2 of the Development

Management Policies document set out that development should not result in loss of light to the windows of neighbouring properties nor allow overlooking and should not be excessively prominent in relation to adjacent properties.

7.3.2 The proposed driveway extension would result in an increase in hardstanding to the frontage of the host dwelling of 31.9 sqm. This change is not considered to be of a scale that would be harmful to or impact neighbouring amenity.

7.3.3 The proposed development would therefore be acceptable in this regard in accordance with Policies CP1 and CP12 of the Core Strategy (2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (2013).

7.4 Highways & Parking

7.4.1 Policy DM13 of the Development Management Policies LDD requires development to make provision for parking in accordance with the parking standards set out at Appendix 5 of the Development Management Policies LDD.

7.4.2 Hertfordshire Highways were consulted on the proposed development after an initial objection, amended plans were sought and reconsulted on. No objection was raised to the amended plans. They concluded that the proposal would not give rise to an unacceptable impact on the safety or operation of the surrounding highway. Hertfordshire Highways recommended the inclusion of highway informative/advisory notes.

7.4.3 The existing property benefits from 4 bedrooms, and no increase in the number of bedrooms is proposed. The parking standards require 3 spaces for a property of this size. The proposed development would result in three assigned parking spaces being provided, based on Hertfordshire Highways standard space size of 2.4m x 4.8m. Therefore, the proposed parking arrangement for the dwelling would be fully compliant with the guidance in Appendix 5.

7.4.4 A condition was applied to the grant of consent for application 25/0658/FUL, requiring the driveway alterations to be implemented prior to the conversion of the garage. Due to the driveway being obscured by building materials and a skip during the site visit, it is unclear if this condition has been adhered to. However, this application has been assessed on its own merits and is found to provide an adequate parking arrangement for the host dwelling.

7.4.5 As noted above, the driveway is proposed to be constructed in a permeable material with a drainage grill at the front boundary to capture any surface run off from the hard standing. These measures will ensure that surface water is disposed of within the site in accordance with Policy DM8 of the Development Management Policies LDD (adopted July 2013).

7.5 Rear Garden Amenity Space

7.5.1 Policy CP12 of the Core Strategy states that development should take into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space.

7.5.2 The proposed development would not encroach upon the rear amenity space of the host dwelling, 132 sqm of useable amenity space would remain, which is acceptable to serve the four-bedroom dwelling.

7.6 Trees & Landscape

7.6.1 Policy DM6 of the Development Management Policies LDD sets out that development proposals should seek to retain trees and other landscape and nature conservation features, and that proposals should demonstrate that trees will be safeguarded and managed during and after development in accordance with the relevant British Standards. The proposed development would not involve the removal of any trees or lie in close proximity to trees.

- 7.6.2 The proposed development would not require the removal of any trees nor is considered to result in any harm to others.

7.7 Biodiversity

- 7.7.1 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. The Habitats Directive places a legal duty on all public bodies to have regard to the habitats directive when carrying out their functions.
- 7.7.2 Biodiversity protection and protected species are a material planning consideration during the application process of this application. This is in accordance with Policy CP9 of the Core strategy in addition to Policy DM6 of the Development Management Policies Local Development Document. Local Authorities, in line with National Planning Policy, are required to ensure that a protected species survey is completed for applications whereby biodiversity may be affected prior to the determination of the application.
- 7.7.3 A biodiversity checklist was submitted with the application this stated that no protected species or biodiversity factors will be affected as a result of the application. The Local Planning Authority is not aware of any protected species within the immediate area that would require further assessment.

7.8 Mandatory Biodiversity Net Gain

- 7.8.1 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.
- 7.8.2 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 application relates to householder development.

8 **Recommendation**

- 8.1 That subject to no new material planning considerations being raised, that PLANNING PERMISSION IS 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: 2448SK500B.

Reason: For the avoidance of doubt, and in the proper interests of planning in accordance with Policies CP1, CP9, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1, DM6, DM8 and DM13 and Appendices 2 and 5 of the Development Management Policies (adopted July 2013).

- C3 The driveway extension shall be undertaken in a permeable material or provision made to direct run off water to a permeable or porous area or surface within the site. The driveway shall be retained as such thereafter.

Reason: In the interests of highway safety and to ensure sufficient on site parking is provided in accordance with Policies CP1, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policies DM8, DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

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@threeivers.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 applicant is reminded that the Control of Pollution Act 1974 stipulates that construction activity (where work is audible at the site boundary) should be restricted to 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays and Bank Holidays.
- 13 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 Local Planning Authority suggested modifications to the development during the course of the application and the applicant and/or their agent submitted amendments which result in a form of development that maintains/improves the economic, social and environmental conditions of the District.
- 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 which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

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>
- 16 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 website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
- 17 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.
- 18 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.