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

Director of Planning

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

District ref: 26/01171/FP
HCC ref: NH/29289/2026
HCC received: 25 June 2026
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

BENDISH STABLES HITCHIN SG4 8JA

Application type

Full Application

Proposal

AMENDED PROPOSAL

Full Planning Permission : Erection of one detached single storey self-build dwelling including alterations to existing access, parking and landscaping following demolition of existing workshop, storage building, derelict glasshouses, sheds and pig-pens.

Bendish Stables, Hollybush Lane, Bendish, Hitchin, Hertfordshire, SG4 8JA

Recommendation

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

CON1) Prior to the first commencement of the development hereby permitted, a plan for cycle storage 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)

CON2) No development shall commence until a Demolition / 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).

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

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

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

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

AN3) 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.

COMMENTS

The proposals are for AMENDED PROPOSAL

Full Planning Permission: Erection of one detached single storey self-build dwelling including alterations to existing access, parking and landscaping following demolition of existing workshop, storage building, derelict glasshouses, sheds and pig-pens. Bendish Stables, Hollybush Lane, Bendish, Hitchin, Hertfordshire, SG4 8JA

Context:

Holly Bush Lane is an unclassified local access road and provides a local access function in the road hierarchy Holly Bush Lane is highway maintainable at public expense. A 60mph speed limit applies. On Hertfordshire County Council's Place and Movement network Holly Bush Lane is classed as P1/M1 (Rural Lane). No reportable highway accidents recorded within the immediate vicinity of the application site (5-year rolling). No Public Right of Way (as shown on the Public Rights of Way Map) directly affects the site or would be affected by the proposal. The county council considers Holly Bush Lane not to be a traffic sensitive road.

Policy Review:

The key documents used to assess the application are

- Manual for Streets 2007
- National Planning Policy Framework (July 2021)
- Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May2018]
- Cycle Infrastructure Design Guidance (Department for Transport Local Transport Note July 2020)
- Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024)

PLANNING HISTORY

The application site has previous planning history.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: Proposed Site Plan 01F; Ground Floor Plan 02A; Roof Plan 03A; Elevations 04A; Outline Section 05; Existing Site Plan EX01A; CGI's x 2; Proposed Bin Store and Cycle Store CR01B; Block Plan BP02A; Demolition Plan DP01C; Proposed Location Plan L01C. (Scandia-hus) Planning, Design and Access Statement (Weldon Beesly)

CYCLE PARKING

'Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020) recommends for cycle parking storage should be 2m (1.8m is acceptable) in length by 0.3m space between cycles. There should be parking for 1 cycle per dwelling. Outside cycle parking should be covered and lockable. The provision of well-located, safe and secure cycle parking for residents and visitors is a key factor in encouraging people to cycle as an alternative to using the private car. 4 cycle spaces are proposed drawing Ref-(CR01) illustrates the cycle storage unit. However, this is undersize. Please see Condition 1 above which requires the design to be in accordance with Cycle Infrastructure Design Guidance (Department for Transport Local Transport Note July 2020) To wheel a cycle into a storage shelter it must be at least 1.8 meters in depth. The drawing CR01 shows the depth at 0.690 meters

VEHICLE PARKING

The Local Planning Authority is responsible for assessing the proposed development against the adopted parking standards and for satisfying itself that the required level of parking can be accommodated wholly within the site boundary, without encroaching onto the public highway, including any footway, verge, or vehicle crossover. The Highway Authority notes that sufficient space is available within the site for vehicles to manoeuvre and exit the development in a forward gear.

ACCESS

The site benefits from an existing access that has been unused for a number of years. It is proposed that this access will be reinstated to serve the new dwelling. The required works will be delivered either through a Section 278 Agreement or a Small Works Agreement, with the appropriate mechanism to be determined following review of the proposals by the Development Management Implementation Team.

VISIBILITY

In accordance with Hertfordshire County Council's Place and Movement Planning and Design Guidance (2024), new or altered vehicular accesses should normally provide visibility splays appropriate to the prevailing vehicle speeds on the adjoining highway. Given that Hollybush Lane is subject to the national speed limit, a new access would ordinarily be expected to demonstrate visibility splays commensurate with a 60mph environment. However, the proposal does not seek to create a new point of access and instead utilises an existing lawful access which has historically served the site. The Highway Authority therefore considers that it would not be reasonable to require the access to fully meet current visibility standards applicable to new development. Notwithstanding this, there is no evidence that the continued use of the existing access to serve a single dwelling would result in a severe impact on highway safety, and the limited traffic generation associated with the proposal is not considered sufficient to justify the imposition of visibility improvements beyond those that can reasonably be achieved within the constraints of the existing access arrangement. This approach is consistent with the Place and Movement Planning and Design Guidance, which applies current design standards principally to new highway infrastructure and access arrangements.

EMERGENCY ACCESS

Consistent with the National Planning Policy Framework (2023), paragraph 116 (d), applications for development should allow for access by emergency vehicles. Guidance is set out in Manual for Streets (MfS) (6.7.2). HCC's Place and Movement Planning Design Guide (P&MPDG) (Part 2 Chapter 4). Requirements are set out in the Building Regulations: Fire Safety Approved Document B, Vol 1, Dwellings, 2010 (as subsequently amended). Access for a pumping appliance should be provided to within 45m of a single dwelling house (and within 45m of all points within the dwelling house). As far as it can be reasonably ascertained from submitted plans, the proposed development would be within the recommended emergency vehicle access distance from the highway.

REFUSE / RECYCLING

The proposal will not affect existing access arrangements for kerbside collection.

Refuse vehicles must be able to stop within a maximum carry distance of 25m from a bin collection point (Manual for Streets, 6.8.9). Residents should not be required to carry waste more than 30m to a storage point (Manual for Streets, 6.8.9).

CONSTRUCTION METHOD STATEMENT (CMS)

It is important that a CMS is provided considering the rural nature of the development. The statement must have or be shown as a drawing of the construction site and the dedicated areas within. These should include but not limited to, construction parking area, wheel washing, and storage area.

CONCLUSION

Should the LPA be minded to approve the application please note the above conditions and informatives. This level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity, therefore; the highway authority would not wish to restrict the grant of planning permission.

Signed

Paul Marshall

14 July 2026