



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

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: 24/02673/FP
HCC ref: NH/23364/2024
HCC received: 18 December 2024
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

The Bothy, Hexton, Hitchin, Hertfordshire, SG5 3JG

Application type

Full Application

Proposal

Full Planning Permission : Change of use and conversion of existing outbuilding to one self-contained 1-bed dwelling to include alterations to fenestration; external rendering and parking and landscaping following demolition of existing extensions

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.

COMMENTS

The proposals are for Listed Building Consent: External and internal alterations to existing outbuilding to include single storey side extension following demolition of existing extensions to facilitate conversion to one 2-bed dwelling. The Highway Authority are limited in the extent to which it is able to comment, noting that The Bothy is accessed by a privately maintained road, and therefore beyond the authority of the Highway Authority who are responsible for all roads / footways / verges etc. that are considered maintainable at public expense (the public highway).

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]
- Roads in Hertfordshire Design Guide 3rd Edition -2011
- Cycle Infrastructure Design DfT Local Transport Note 1/20 (July 2020)

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: 2023/26/101 - Proposed Elevations, 2023/26/02 - Existing floor plans and elevations 2023/26/03 - Existing Location and site plans Planning, and Design, Access and Heritage Statement

SUSTAINABILITY

Section 10.4 of the D&A states: A cycle store would be located in the rear garden. Access and parking provision are therefore considered to be acceptable for the proposal. This should conform to the guidance below:

'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.

PARKING

The proposals are in accordance Manual for Streets 8.3.58, which states 'The recommended dimensions of off-street parking bays are that they are laid out as a rectangle at least 4.8 m long by 2.4 m wide for the vehicle'.

ACCESS

No new access is proposed.

EMERGENCY ACCESS

The nature of the site puts the proposals / access within 45 meters from the public highway (As required in accordance with MfS 6.7.2)

REFUSE / RECYCLING

Section 10.2 of the D&A states: In regard to storage of bins for waste and recycling, these would be stored adjacent to the dwelling in a suitably designed bin store. The bins would be collected internally by grounds staff of the Estate and presented to the highway in the same arrangements as existing for Hexton Manor. Therefore, access within the overall site for a refuse collection vehicle is not required for the new dwelling. This is accepted.

CONCLUSION

This is a fundamentally unsustainable location. The probability that residents of the new dwelling would use the bus service to access shops and other services is frankly unlikely, and as such the proposed new dwelling will inevitably be entirely car dependent. This goes totally against all current sustainable and accessible travel policy, and accessibility policies. Key references include paragraphs 110 - 112 of the NPPF, and our LTP4 policy 1.

Having said that, the site is accessed by an unadopted track from Mill Lane and beyond the Highway Authority's responsibility. To refuse the grant of planning permission, based on the above-mentioned policies and guidance would be unreasonable, therefore the Highway Authority present no objection.

Signed

Paul Marshall

6 January 2025