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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: 26/00760/FP
HCC ref: NH/28844/2026
HCC received: 15 April 2026
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Land At Former Merchant Taylors School, Mill Street, Ashwell, Hertfordshire, SG7 5LY

Application type

Full Application

Proposal

Full Planning Permission : Erection of two detached residential dwellings including alterations to access, parking, detached garages, landscaping, amenity space and installation of Air Source Heat Pumps and refuse/cycle storage

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:

Conditions:

1) Access construction (section 278)

No dwelling shall be occupied until detailed technical plans which show the engineering designs and construction of the vehicle access off Rollys Lane and associated highway works concerning the visibility splays, gradient of the access road and surfaced in a bound material for a minimum distance of 6 metres from the highway boundary, in accordance with the hereby approved plans are submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction and completed prior to the first occupation.

Reason: To ensure the development is served by safe and suitable access arrangements for all users and to protect the safe and efficient operation of the public highway.

2) Visibility splays

Before first occupation of the development, visibility splays of 2.4m x 30m shall be provided in both directions from the access and thereafter permanently retained free of obstruction above 0.6m in height.

Reason: To provide adequate intervisibility between vehicles using the access and those on the highway, thereby ensuring safe access and egress.

3) Car parking

The car parking and garage spaces shown on the approved plans shall be laid out, constructed and made available prior to first occupation and thereafter retained for their intended purpose.

Reason: To ensure appropriate on-site parking provision and to prevent displacement onto the public highway.

4) Cycle parking

Secure and covered cycle storage facilities shall be provided in accordance with the approved details prior to first occupation and retained thereafter.

Reason: To promote sustainable modes of transport in accordance with adopted parking standards.

5) Construction Management Plan

No development shall commence until a Construction Management Plan 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 demolition and construction of the development shall only be carried out in accordance with the approved Plan: The Demolition and Construction Management Statement shall include details of:

- Access arrangements to the site.
- Traffic management requirements.
- Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas).
- Siting and details of wheel washing facilities.
- 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.
- Provision of sufficient on-site parking prior to commencement of construction activities.
- 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).

ADVISORY NOTE

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

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.

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.

New or amended vehicle crossover access (section 278): 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.

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.

Highways comments:

The Highway Authority (HA) has reviewed the submitted Transport Statement (TS) in support of the application for 2 dwellings on a site accessed off Rolly's Lane.

The principle of development accords with the earlier Highways Pre-Application response (19 December 2025), which raised no fundamental objections, subject to the provision of further detail. The HA has reviewed the submitted TS which it finds satisfactorily addresses those matters.

Rolly's Lane is a lightly trafficked rural lane with a 20mph speed limit and very low recorded two-way peak hour traffic flows. While the TS suggests that the absence of footways does not give rise to a highway safety concern and notes evidence of shared use, the HA does not consider Rolly's Lane to provide an acceptable or safe pedestrian environment due to the lack of footways and street lighting along a narrow carriageway.

Notwithstanding the above, the TS demonstrates that the site benefits from a continuous, convenient and safe pedestrian network. A retained footway along the southern boundary of the site connects to Gardiners Lane and subsequently to Public Right of Way Ashwell 026, providing a hard surfaced

route to Mill Street, which benefits from footways on both sides of the carriageway. From here, pedestrian access continues via Swan Street and Alms Lane directly to the High Street, where the majority of Ashwell's local services and facilities are located. Accordingly, there is unbroken pedestrian access from the site to Ashwell village centre, with the nearest bus stop located approximately 400m away, representing a reasonable and sustainable walking distance. The Highway Authority acknowledges this safe and acceptable provision.

The TS states that the proposed vehicular access accords with Manual for Streets principles. Measured 85th percentile speeds of circa 23mph justify visibility splays of 2.4m x 29.8m, which the plans submitted in the TS shows can be achieved in both directions. The HA acknowledges the presence of an isolated tree within the splay, however subject to appropriate management for removal of foliage within the splay envelopes and its continued maintenance, it is not considered to materially compromise visibility or highway safety, however the splays should be rounded up to 30m.

The proposed car parking provision is a matter for the Local Planning Authority (LPA) to determine. However, it is essential that any parking and access arrangements operate in a safe, suitable and efficient manner so as to minimise the impact on the local highway network, which is the responsibility of Hertfordshire County Council as the Local Highway Authority (LHA).

Proposed parking and cycle storage arrangements meet the adopted parking standards, with secure cycle storage provided within the curtilage and garages.

Swept path analysis shows refuse vehicles can access and service the site from the public highway, and fire appliance access within 45m of the dwellings is achievable, therefore servicing and emergency access are considered acceptable.

The expected traffic generation from two 3 bed dwellings would be minimal, with an imperceptible impact on the local highway network. The review of personal injury collision data identifies no recorded incidents within 300m of the site in the last five years, conclusion that there is no underlying highway safety issue.

Overall, subject to the detailed design of the access being secured through the application and constructed to highway satisfaction, the proposals are acceptable in highway terms and do not result in any significant material harm to highway safety or operation.

Recommendation:

The HA raises no objection to the proposed development, as it would not result in a material impact on the safety or operation of the local highway network. The access arrangements, servicing and sustainable travel opportunities are considered acceptable in highway terms, subject to the following conditions:

Signed

Senober Khan

5 May 2026