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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: 25/02219/FP
HCC ref: NH/26522/2025
HCC received: 17 September 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Herts Native Trees, Ashwell Road, Bygrave, Baldock, SG7 5EB

Application type

Full Application

Proposal

Full Planning Permission : Erection of one single storey self-build dwelling and detached garage including installation of PV roof panels, air source heat pump and wind turbine following removal of existing poly tunnels

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.

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) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

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

The proposals are for Full Planning Permission: Erection of one single storey self-build dwelling and detached garage including installation of PV roof panels, air source heat pump and wind turbine following removal of existing poly tunnels.

Context:

Ashwell Road is a classified C road and provides a local access function in the road hierarchy. Ashwell Road is highway maintainable at public expense. A 30mph speed limit applies. On Hertfordshire County Council's Place and Movement network Ashwell Road is classed as P2/M1 (Residential Street). 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 Ashwell Road 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, May 2018]
- Cycle Infrastructure Design Guidance (Department for Transport Local Transport Note July 2020)
- HCC's Place & Movement Planning Design Guidance (adopted in March 2024)

PLANNING HISTORY

The application site has no relevant previous planning history.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: YOU/25/02A, 01, 03A, 04, and Planning Support Statement.

ACCESSIBILITY

'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. Drawing Ref (04) illustrates a garage 6m x 3.5m this would provide space for a cycle hook etc.

Planning for Walking, issued by the Chartered Institution of Highways and Transportation (CIHT) places emphasis on developments being located and designed, where practical, to give priority to pedestrian (and cycle) movements and have access to high quality public transport facilities. In terms of accessibility, 400m walking distance to bus stops is considered to represent a reasonable catchment, further for a railway station (800m).

The site is located at least a 45-minute walk from the nearest bus stop and therefore cannot be considered to support active travel. However, given the presence of existing dwellings nearby, it would not be reasonable to refuse the application on this basis alone.

PARKING

The proposed car parking provision and layout fall under the jurisdiction of the Local Planning Authority, which is responsible for determining both the adequacy and suitability of the parking arrangements. However, it is equally important that the operation of the parking area is managed in an efficient and safe manner to minimise any adverse impact on the local highway network. This aspect is the responsibility of Hertfordshire County Council, acting as the Highway Authority.

Based on our review of the proposed drawings, we do not identify any issues or concerns relating to the site.

ACCESS

The site benefits from an existing vehicular access point, which has been assessed as suitable for continued use. There are no proposals to alter or relocate this access, as it adequately serves the proposed development.

VISIBILITY

On the northeast side of the access, the village gateway features a posted 30mph speed limit sign along with a roundel marked on the carriageway. Upon turning left out of the site and passing this sign, the speed limit becomes derestricted, increasing to 60mph. Visibility in both directions is good, supporting safe vehicle movements. This is further illustrated in Drawing YOU/25/02A, which demonstrates that vehicle-to-vehicle inter-visibility meets an acceptable standard and aligns with the principles outlined in Hertfordshire's Place & Movement Planning Design Guide, Part 4, Chapter 6, Section 18.1 (page 70).

PEDESTRIAN VISIBILITY

There are no dedicated footpaths along the front boundary of the site, which is characteristic of rural country roads in the area. As such, pedestrian movement is typically limited and informal, often occurring along the carriageway edge or verge.

EMERGENCY ACCESS

The location of the site and the proposed new access ensure that the Fire Service can reach all areas of the site within the recommended 45-metre hose length from the public highway, as required by MfS 6.7.2.

REFUSE / RECYCLING

The proposals for recycling bin storage must be in line with Manual for Streets MfS 6.8.9 residents should not be required to carry waste more than 30m and be within 25m of the kerbside/bin collection point.

CONSTRUCTION METHOD STATEMENT

Please refer to the informative note above. The existing site is sufficiently large to accommodate all building works within its boundaries. As a result, this has been addressed through an informative rather than a planning condition.

CONCLUSION

Should the LPA be minded to approve the application please note the above 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

25 September 2025