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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: 25/02408/FP
HCC ref: NH/26742/2025
HCC received: 7 October 2025
Area manager: Manjinder Sehmi
Case officer: Samuel Tearle

Location

Glebe House, New Inn Road, Hinxworth, Baldock, SG7 5HB

Application type

Full Application

Proposal

Full Planning Permission : Four detached dwellings (use class c3) together with associated car ports, access, parking and landscaping following demolition of No.2 equestrian buildings

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:

INSERT CONDITIONS

Condition 01: Existing Access – Widened or Improved

Prior to the first commencement, the hereby permitted the vehicular access improvements, as indicated on drawing number 224420-PL-S-00-100 Rev A , shall be completed and thereafter retained in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Measures to ensure the existing drainage channel at the access remains operational must be provided.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition 02: Surface Water

Prior to the first use of the development hereby permitted, arrangement shall be made for surface water from the proposed development to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To avoid the carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

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) 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.

AN2) 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.

AN3) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN4) Roads to remain private: The applicant is advised that all new roads associated with this development will remain unadopted (and shall not be maintained at public expense by the highway authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.

COMMENTS:

Site Description

The site is located on the edge of the village of Hinxworth and is accessible via local rural roads. It comprises a stabling complex consisting of two main buildings with a total floor area of approximately 1,280 sqm.

The site is bounded by Glebe House and Hinxworth Road to the east, with undeveloped land surrounding the remainder of the site.

The access to the site is via a gravel track from Hinxworth Road, which is about 11m wide at the entrance, narrows to roughly 4m for 20m after the first 5m, and then widens to around 8m at the stabling complex.

Hinxworth Road is a unclassified road with a carriageway measuring circa 5m in width for most of its extent and subject to a national speed limit where it runs past the site access. The road connects Hinxworth in the north to the more substantial towns of Baldock and Letchworth in the south. To the southwest of the site, the A1 can be reached, offering access to the A1 (M) and A505.

Trip Generation

The submitted Transport Technical Note (TTN) includes a multi modal trip generation based on TRICS database.

It is estimated that the proposed development would generate 2 vehicle movements in each of the respective AM and PM peak hours, with up to 20 vehicle movements expected throughout the course of a day.

Net Trip Generation

The applicant states that the site currently operates as a commercial stabling facility with capacity for 20–22 horses. To estimate existing trip generation, comparable data from the Pine Lodge Riding Centre (Epping Forest District, ref: EPF/0682/15) has been applied. It is estimated that the existing lawful stabling generates approximately 96 vehicle movements per day, including two HGV trips.

It is unclear why this methodology has been undertaken on the basis that the site currently operates as a stables, and therefore it is unclear why a survey of the site itself was not undertaken. Anyhow, on the basis that the proposed development is for only 4 dwellings, the Highway Authority are satisfied the development will not have a severe impact to the operation of the highway network.

Highway Safety

The submitted Transport Technical Note has considered the most recent 5 years accident data (2019 – 2023 inclusive) available from 'CrashMap' and states that no accidents have been recorded during this period.

Design Considerations

The Highway Authority will note seek adoption of the internal layout, and therefore a private maintenance strategy must be adopted by the applicant.

Refuse and Service Delivery

The submitted TTN highlights that Access for 7.7m long fire tenders will remain as existing, with entry and exit via Hinxworth Road, allowing turning within the site to depart in a forward gear (Appendix E). Similarly, 12.205m long refuse vehicles will access from Hinxworth Road to a central bin store, with residents moving bins to and from this location on collection days. The TTN (Appendix

F) demonstrates that refuse vehicles can also manoeuvre and exit the site in a forward gear. The Highway Authority are satisfied with these arrangements.

Highway Layout - Vehicle Access

Vehicular and pedestrian access to the site will continue to be taken from the existing access point on Hinxworth Road, with a widening of the access from approximately 4.0m to 4.8m proposed to allow two vehicles to pass safely at the junction. The Highway Authority note a drainage ditch/trench is located at the access junction.

If these works require changes to the public highway, then a minor S278 will be required.

Traffic Count (ATC) surveys were undertaken along Hinxworth Road between 8 and 14 May 2025. The results indicate 85th percentile speeds of 34mph northbound and 46.9mph southbound, corresponding to required visibility splays of 2.4m x 77.6m and 2.4m x 131.7m respectively. The drawings provided (Appendix D) demonstrate that both splays can be achieved within land under the applicant's control or within the public highway.

Cycling & Pedestrian access

The submitted Transport Technical Note includes a Proposed Ground Floor Plan (drawing no. P104) showing the access road. The Highway Authority notes that the access road will function as a shared surface street.

The TTN highlights that Hinxworth Road is a typical country road with a carriageway measuring circa 5m in width for most of its extent and subject to a 60mph speed limit where it runs past the site access.

Car Parking

The TTN highlights that a total of 9 car parking spaces will be provided, with each space being located in car ports adjacent to the corresponding dwelling. It is proposed that 3 dwellings will have 2 car parking spaces each, whilst 1 dwelling will have 3 car parking spaces.

HCC declared a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires all new developments to provide EV infrastructure. The DfT's Decarbonising Transport (2021) states that in 2030 the sale of new petrol and diesel cars will cease. The NPPF paragraph 112 (e) also requires sites to enable charging.

The TTN highlights that EV charging capabilities will be provided in line with North Herts parking standards.

Drawing 224420-PL-S-00-100 Rev. A, attached to the TTN illustrates 9 car parking bays with 4 bays supported with car charging ports. This is considered acceptable.

Cycle Parking

The submitted Transport Technical Note states that a policy compliant number of secure covered cycle parking spaces will be provided, located within the car ports of each dwelling.

Travel Plan

Due to the scale and nature of the development, a travel plan will not be required.

Conclusion

Hertfordshire County Council (HCC) as Highway Authority has reviewed the application submission and does not wish to raise an objection.

Signed

Samuel Tearle

28 October 2025