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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: 26/01154/PIP  
HCC ref: NH/29147/2026  
HCC received: 13 May 2026  
Area manager: Manjinder Sehmi  
Case officer: Paul Marshall

**Location**

Land To The East Of Hay Farm, Police Row, Therfield, Hertfordshire,

**Application type**

Permission in Principle

**Proposal**

Permission in Principle : Erection of between 7 and 9 dwellings

**Recommendation**

OTHER

**HIGHWAY AUTHORITY COMMENTS**

Proposal

Permission in Principle for the erection of between 7 and 9 dwellings.

The site benefits from an existing wide, estate-style vehicular access from Police Row, formed with brick piers and a set-back gate. The access provides sufficient width and depth to allow vehicles to enter and exit the site clear of Police Row and is capable of accommodating residential traffic as well as service vehicles.

Although the site is accessed from the public highway, the access road itself is private. As noted in Section 1.2 of the Planning Statement:

“The application site is located on pastureland immediately to the east of Therfield. The site is bounded by residential development to the south and west off Police Row, with further pastureland to the north.

The land and access fall outside the jurisdiction of the Highway Authority. As such, the Authority's ability to comment is limited, given that its responsibilities are restricted to roads, footways, verges, and other infrastructure that are publicly maintained at the public's expense (i.e. the public highway)."

#### Policy Review

The following documents are relevant to the Local Planning Authority's consideration of the application from a highways perspective:

- Manual for Streets (2007)
- National Planning Policy Framework (July 2021)
- Hertfordshire County Council Local Transport Plan 4 (2018–2031, May 2018)
- Cycle Infrastructure Design Guidance (Department for Transport, Local Transport Note 1/20, July 2020)
- HCC Place and Movement Planning Design Guidance (adopted March 2024)

#### Submitted Drawings

The Highway Authority has reviewed the supporting materials submitted with the application, including:

- Planning Statement
- Proposed Site Plan
- Block Plan

In general terms, the site cannot be considered sustainable in transport terms, as local facilities are beyond reasonable walking and, in some cases, cycling distance. As a result, it is likely that the majority of trips to and from the site would be undertaken by private motor vehicle.

Impacts on Police Row in terms of any future trips from the site.

Based on standard residential trip generation rates for small-scale developments in rural or semi-rural locations, a development of up to 9 dwellings would be expected to generate approximately 60–70 two-way vehicle movements per day.

During peak hours, the development is anticipated to generate in the order of 5–7 vehicle movements per hour. These movements would typically be outbound during the morning peak and inbound during the evening peak.

Given the modest scale of the development and the relatively low level of predicted traffic generation, it is not considered that the proposal would result in a material impact on the safety or operation of the surrounding highway network.

#### Conclusion

The Highway Authority's ability to comment is limited due to the private nature of the access road. Accordingly, the Authority is unable to provide detailed comments on the internal layout of the site. Furthermore, as the site is accessed via a private road, the Highway Authority would not be in a position to impose conditions should a subsequent full planning application be submitted.

**Signed**  
Paul Marshall

27 May 2026