



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: 25/03014/PIP
HCC ref: NH/27470/2025
HCC received: 9 December 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Land Adjacent To 4, Lower Titmore Green, Little Wymondley, Hertfordshire, SG4 7JT

Application type

Permission in Principle

Proposal

Permission in Principle : One self build custom dwelling

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 recommends that permission be refused for the following reasons:

HCC as the Highway Authority have reviewed the supporting documents and drawings and wishes to raise an objection to the application. This is due to highway safety and sustainability concerns as the proposals are contrary to the design standards contained in HCC's Place & Movement Planning Design Guidance (adopted in March 2024) and LTP 4.

Please see comments below for a detailed review and refusal of the proposals.

COMMENTS

The proposals are for Plan in Principle.

Lower Titmore Green is an unclassified local access road and provides a local access function in the road hierarchy Lower Titmore Green is highway maintainable at public expense. A 60mph speed limit applies. On Hertfordshire County Council's Place and Movement network Lower Titmore Green is classed as P1/M1 (Rural Lane). No reportable highway accidents recorded within the immediate

vicinity of the application site (5-year rolling). Public Right of Way (as shown on the Public Rights of Way Map Wymondley 022 Bridleway) directly affects the site and would be affected by the proposal. The county council considers Lower Titmore Green not to be a traffic sensitive road and is part of the

Policy Review:

The key documents used to assess the application are:

Manual for Streets 2007

National Planning Policy Framework (December 2024)

Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May2018]

Cycle Infrastructure Design DfT Local Transport Note 1/20 (July 2020)

HCC's Place & Movement Planning Design Guidance (adopted in March 2024)

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 Planning Statement and Location Plan.

SURROUNDING AREA

The site is situated at the end of Lower Titmore Green where it terminates as a dead end. However, it continues with the Wymondley 022 Bridleway.

CARRIAGEWAY CONDITIONS

The carriageway width does not allow the passing of two vehicles unless an area is found to pull over. However, there are very few of these areas, if any, depending on the weather conditions, especially as local flooding occurs in places along the carriageway with standing water and muddy ruts totally obscuring the carriageway edge on almost the whole length of the road.

VEHICULAR ACCESS

There appears to be an existing dropped kerb which also serves No 4.

SUSTAINABLE ACCESS

Navigating Lower Titmore Green by foot or cycling during any time of the year especially evenings, winter months, or adverse weather fronts is unsafe. There are no nearby bus stops within acceptable safe walking distances. This goes totally against all current sustainable and accessibility policies. Key references include paragraphs 115 - 117 of the NPPF, and our LTP4 policy 1.

CONCLUSION

The following policy has been used to determine the viability of the proposals in terms of sustainability and safety.

HCC's Place & Movement Planning Design Guidance (adopted in March 2024)

Policy 5: Development Management

G) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure.

Section 4 paragraph 2.5 b)

Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards

LTP4 Policy 1:

Transport User Hierarchy - opportunities to reduce travel demand and the need for travel - Vulnerable Road user needs (pedestrians and cyclists) - Passenger transport user needs - Powered two-wheeler (mopeds/motorbikes) user needs - Other motor vehicle user needs Represents a shift in emphasis with the aim of increasing rates of travel by more sustainable modes.

b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards

For the reasons stated above, the Highway Authority is unable to support the application and therefore recommends that planning permission be refused

Signed

Paul Marshall

18 December 2025