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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: 26/01496/FP
HCC ref: NH/29614/2026
HCC received: 25 June 2026
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

20 High Street, Baldock, Hertfordshire, SG7 6AX

Application type

Full Application

Proposal

Full Planning Permission : Change of use of first and second floors into 8 residential flats

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:

Prior to occupation of any dwelling hereby approved, a Planning Obligation shall be completed securing that future occupiers of the development shall not be eligible to apply for, obtain or hold residents' parking permits within the relevant CPZ, unless otherwise agreed in writing by the LPA in consultation with HCC as HA.

Reason: To prevent overspill parking on the surrounding highway network and to ensure the development operates as a car-free development in the interests of highway safety and the efficient operation of the highway network.

Prior to first occupation of the development hereby permitted, full details of the cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The submitted details shall include the location, layout, dimensions, capacity, means of enclosure, security measures and weather protection. The approved facilities shall be provided prior to first occupation and thereafter retained for the lifetime of the development.

Reason: To ensure the provision of safe, secure, accessible and convenient cycle parking facilities and to promote sustainable modes of travel in accordance with NPPF 2024, Policy T1 of the North Hertfordshire Local Plan and HCC's Place and Movement Planning and Design Guide.

Informatives

The applicant is advised that any works undertaken within the public highway will require the prior written approval of Hertfordshire County Council as Highway Authority.

Storage of materials, plant or equipment on the public highway is not permitted without appropriate consent from the Highway Authority.

The granting of planning permission does not convey any approval to carry out works within the public highway.

Highways comments:

The Highway Authority (HA) has reviewed the submitted Design, Access and Heritage Statement (DAHS) and accompanying plans. The proposal seeks the conversion of the existing first and second floors of this Grade II listed town centre building to provide 8 residential flats comprising of 5 x 1 bedroom and 3 x 2 bedroom units.

The site is located within Baldock town centre and so within easy walking distance of a wide range of services and facilities, including retail, employment, and community facilities in Baldock town centre. The site also benefits from good accessibility by sustainable transport modes, including walking, cycling, bus services and Baldock railway station, thereby reducing reliance upon private car travel.

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).

The proposal does not introduce any alterations to the existing means of vehicular access from the public highway. Access arrangements remain unchanged from the lawful and previously approved uses of the building, including the extant permission for residential conversion and the temporary sheltered accommodation use.

The proposal is a conversion of an existing building and does not provide on-site vehicle parking. Whilst this is below the Council's parking standards, the HA acknowledges the site's highly sustainable town centre location and notes that a similar residential conversion has previously been considered acceptable at this site. The scale of development is modest and the anticipated vehicle trip generation associated with 8 flats is unlikely to result in a material impact on the operation or safety of the local highway network.

No off-street vehicle parking is proposed as part of the development. Whilst the site occupies a sustainable location where a car free/reduced level of parking provision may be justified, the HA notes the site's location within a CPZ. Without appropriate controls, future occupiers could seek to park on the surrounding highway network, resulting in displacement parking and undermining the car-free nature of the development.

Therefore, should the LPA be minded to grant permission, the HA recommends a Planning Obligation securing that future occupiers of the development are not eligible to obtain residents'

parking permits within the relevant CPZ. This would ensure the development remains effectively car-free and would prevent overspill parking demand from adversely affecting the operation of the local highway network.

The DAHS states:

"a secure cycle store would be located to the side courtyard" and that this would comprise a "vertical hung secure cycle store".

However, the submitted drawing merely identifies an area as "vertical cycle rack" and provides no details regarding dimensions, capacity, security, weather protection, accessibility or the type of rack proposed.

Furthermore, the HA would not generally support vertical cycle storage as the primary form of cycle parking for residential development. Vertical systems can be difficult to use for some residents, particularly those with mobility impairments, older users, or cyclists carrying shopping baskets and equipment. Such arrangements are generally less convenient than Sheffield-style stands or other ground-based cycle parking solutions.

Nevertheless, the HA is satisfied that adequate cycle parking could be accommodated within the site and therefore recommends that details of cycle parking provision be secured by condition.

In view of the above comments, the HA considers that the proposal would not have an unacceptable impact on highway safety and would not result in a severe residual cumulative impact on the road network. The proposal is therefore considered acceptable in accordance with the NPPF 2024, North Hertfordshire Local Plan Policy T1 and HCC's Place and Movement Planning and Design Guide.

Recommendation:

Subject to the following conditions the HA does not wish to restrict the grant of planning permission as the proposed development is not considered to give rise to significant highway safety concerns or severe impacts on the operation of the local highway network.

Signed

Senober Khan

15 July 2026