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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: 25/02885/OP
HCC ref: NH/27315/2025
HCC received: 24 April 2026
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Land At Mill Lane, London Road, St Ippolyts, Hitchin, SG4 7NN

Application type

Outline

Proposal

ADDITIONAL INFORMATION

Outline Application : Erection of up to 41 dwellings with associated infrastructure and open space (all matters reserved except means of access).

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 contributions and conditions:

The Planning permission will be granted subject to the completion of a section 106 Agreement between the applicant, North Herts District Council, and Hertfordshire County Council to secure the following:

A. Financial contributions of £404,301.00, index linked by SPONS from March 2024, to be pooled towards for the following scheme - SM210, Package 15 of the South Central GTP B656 sustainable Travel Corridor); Development of a sustainable transport corridor along the B656, including cycleway/footway improvements and traffic calming (where appropriate along the B656) measures with a focus on the village of Codicote. The aim should be to provide a high-quality sustainable travel offer along the B656 between Welwyn Garden City and Hitchin; discourage the use of the B656 for longer distance inter-urban travel through the use of signage, reduction in permitted traffic speed and other physical changes to road layout which enhance facilities for pedestrians and cyclists; and provide safer and more sustainable travel access options to local

schools. It is acknowledged that this corridor will remain an important interurban bus route between Welwyn Garden City and Hitchin and therefore any measures such as traffic calming should not hinder the safe and efficient movement of buses along the route. In addition, any improvements need to consider not only the needs of pedestrians and cyclists but also those of equestrians who will be using parts of the route.

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CONDITIONS:

Access:

1.Vehicular Accesses and Internal Roads to be adopted

No development shall commence until detailed engineering drawings and specifications have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. These details shall include:

- The design and construction of the proposed fourth arm of the approved access arrangement associated with the Found Farm development on London Road;
- secondary access minor access off Mill Lane
- The layout and construction of internal roads intended for adoption as public highways;
- Provision of footways and cycleways;
- Measures to ensure the safe and efficient movement of refuse collection vehicles;
- Pedestrian crossing facilities, including refuge islands, designed in accordance with the approved Road Safety Audit; and
- Appropriate visibility splays onto London Road.

The submitted details shall accord with the principles shown on drawings (Ref: 70056409 SK 006 Rev P06, 70056409 SK 008 P01, 70056409 SK 009 P01, and 70056409 SK 010 P01).

All approved works shall be constructed to the specifications and satisfaction of both the Local Planning Authority and the Highway Authority. The works shall be completed in full prior to the first occupation of any dwelling hereby permitted and shall be secured through appropriate Section 278 and Section 38 Agreements with the Highway Authority.

Reason: To ensure residents and visitors of the development have the realistic option of travelling by local bus routes, and not a reliance on the private motorcar, in accordance with paragraphs 115 – 117 of the NPPF (December 2024).

2.Change of Functionally of Mill Lane:

Prior to the first occupation of the development hereby permitted, the use of Mill Lane shall be restricted to prevent through vehicular traffic and shall be limited to use by active travel modes only (including pedestrians and cyclists). All associated measures, as indicated on drawing (Ref: 70056409 SK 006 Rev P06), shall be implemented in full through the appropriate Traffic Regulation Order (TRO) process and thereafter retained for the lifetime of the development.

Reason: To ensure residents and visitors of the development have the realistic option of travelling by active modes, and not a reliance on the private motorcar, in accordance with paragraphs 115 – 117 of the NPPF (December 2024).

Wider Highway Works:

3.Provision of Tactile /Footways, Roads signs:

Prior to the first occupation of the development hereby permitted, all tactile pedestrian crossings, footways along London Road and Mill Lane, and associated active travel signage shall be fully implemented in accordance with drawing (Ref: 70056409 SK 011 P01).

These works shall be carried out to the satisfaction of the Local Planning Authority, in consultation with the Highway Authority, and secured through a Section 278 Agreement.

Reason: In the interests of right of way users, and compliance with LTP4.

Construction:

4. Construction Traffic management Plan (CTMP):

No development shall commence until a detailed Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority in consultation with the highways. Thereafter, the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing.
- b. Access arrangements to the site.
- c. Measure to minimise dust, noise machinery and traffic noise impacts during construction.
- d. Screening and hoarding details to protect neighbouring residents.
- e. Traffic management requirements, including the location of routes and from the site, details of their signing monitoring and enforcement measures.
- f. Construction and storage compounds (including areas designated for car parking, loading /unloading and turning areas);
- g. Siting and details of wheel washing facilities.
- h. Cleaning of site entrances, site tracks and the adjacent public highway including end of day tidying procedures to ensure protection of the site out the hours of construction. The construction activities shall be designed and undertake in accordance with the code of best practice set out in BS 5228 1997 and the agreed details unless otherwise agreed in writing by the LPA and Highways.
- i. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.
- j. Provision of sufficient on-site parking prior to commencement of construction activities.
- k. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.
- l. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes, and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Internal

5. Parking/Internal roads / Truing areas:

The detailed plans should be submitted in connection with approval of reserved matters application which shall show to the satisfaction of the Local Planning Authority:

- The details of all hardsurfaced areas within the site. This includes, but is not limited to, all roads, footways, forecourts, driveways, parking and turning areas, and foul and surface water drainage.
- The level of footway and carriageway visibility from each individual vehicle access, and the level of visibility from and around each main junction within the site, within which there shall be no obstruction to visibility between 600mm and 2 m above the carriageway level.
- That service vehicles, including refuse and emergency vehicles, can safely and conveniently access and route through the site, to include the provision of sufficient turning and operating areas.
- The provision of sufficient facilities for cycle storage.

All these features shall be provided before first occupation and maintained in perpetuity.

Reason: To provide adequate visibility for drivers within the site, to promote alternative modes of travel, and for the overall free and safe flow of all site users

COMMENTS

1. Introduction

This application seeks outline planning permission for the erection of up to 41 residential dwellings (Use Class C3), with all matters reserved except for the access arrangements. The proposal has undergone several iterations, particularly in relation to the provision of safe and suitable access to the site via London Road, through the creation of a fourth arm from the approved Found Farm development access.

The applicant has submitted an amended Technical Note 2 (TN2) in response to the Highway Authority's most recent comments dated 31 March 2026. The revised TN2 satisfactorily addresses the majority of the issues previously raised.

2. Site Description

The application site lies outside of the allocated areas identified within the adopted North Hertfordshire District Council Local Plan (2011–2031). It is located adjacent to London Road and Mill Lane, which is an unnumbered classified 'C' road serving as a secondary distributor within the local highway network. The prevailing speed limit along this section of road is 30 mph.

3. Policy Context

The assessment of this application has been undertaken with reference to the following key policy documents:

- National Planning Policy Framework (NPPF), December 2024
- Hertfordshire County Council (HCC) Place and Movement Planning Design Guidance (March 2024)
- Hertfordshire Local Transport Plan 4 (LTP4) (2018–2031)
- Manual for Streets (MfS1, 2007)
- North Hertfordshire Local Plan (2011–2031)
- North Hertfordshire Local Cycling and Walking Infrastructure Plans (LCWIPs)

4. Highway Considerations

4.1 Vehicular Access

The site currently benefits from no direct vehicular access onto London Road. The proposal seeks to establish access via the creation of a fourth arm to the approved roundabout serving the adjacent Found Farm development (Ref: 21/00434/HYA).

In principle, the proposed access arrangement, including the associated internal road network (to be adopted) and the stopping up of the upper section of Mill Lane (as indicated on drawings (Ref: 70056409-SK-006 Rev P06 and 70056409-SK-008 P01), is considered acceptable.

This will be secured through a suitably worded condition requiring delivery via Section 278 and Section 38 agreements.

4.2 Swept Path Analysis

A swept path analysis Drawing (Ref: 70056409-SK-009 Rev P01) demonstrates that a 12.1-metre refuse collection vehicle can safely enter and exit the site in forward gear.

The Highway Authority is satisfied that these matters can be adequately refined during the detailed design stage and secured through a Section 278 agreement.

4.3 Visibility

The submitted visibility splays (Drawing Ref: 70056409-SK-010 Rev P01) comply with current highway standards and are considered acceptable. These will be secured through planning condition.

4.4 Car and Cycle Parking

The Transport Statement confirms that appropriate levels of car and cycle parking will be provided at the Reserved Matters stage.

Detailed designs must be submitted in accordance with Hertfordshire County Council's Parking and Management Policy Design Guide (P&MPDG). Condition 4 is recommended to ensure full compliance and delivery prior to occupation.

4.5 Trip Generation (TRICS Assessment)

The applicant has undertaken a TRICS-based assessment to estimate the likely trip generation of the development. The findings indicate:

- AM Peak: 23 two-way trips
- PM Peak: 21 two-way trips

The Highway Authority is satisfied that this level of traffic generation will not result in a material impact on the surrounding highway network.

4.6 Junction Capacity Assessment

The Transport Statement includes capacity modelling for nearby junctions, including:

- Pound Farm
- B656 London Road (East and North)
- Site access junction

The results indicate that the proposed roundabout would operate within, or close to, capacity during peak periods.

The Highway Authority is satisfied that the development will not result in unacceptable impacts on junction performance or lead to severe congestion.

5. Highway Adoption

Drawing (Ref: 70056409-SK-001 Rev P02) identifies the internal spine roads and associated network proposed for adoption as public highway.

The Highway Authority has indicated agreement in principle to adopt these roads, subject to satisfactory completion under a Section 38 agreement prior to first occupation.

6. Sustainable Transport

The submitted documentation does not fully address the provision of improvements to nearby sustainable transport infrastructure. However, the need for such improvements was identified during pre-application discussions.

Accordingly, it is considered necessary and reasonable to secure both physical works and financial contributions as follows:

6.1 Strand 1 – Off-Site Highway Works (S278/S38 Agreements)

The following works are required prior to occupation:

- Creation of the 4th arm access junction
- Provision of adoptable internal roads
- Construction of footways
- Stopping up of Mill Lane

6.2 Strand 2 – Financial Contribution (S106 Agreement)

A financial contribution of £404,301.00 (index-linked from March 2024 via SPONS) is required towards sustainable transport improvements.

This contribution will support Scheme SM210 – Package 15 of the South-Central Growth and Transport Plan, specifically the B656 Sustainable Travel Corridor, which includes:

- Cycleway and footway improvements
- Traffic calming measures
- Enhanced safety for pedestrians and cyclists
- Improved sustainable access to local schools
- Measures to discourage long-distance through-traffic

The scheme will also ensure that bus operations remain efficient and that the needs of equestrians are considered.

7. Construction Traffic Management Plan (CTMP)

A comprehensive Construction Traffic Management Plan (CTMP) must be submitted and approved prior to commencement of development.

The CTMP shall:

- Minimise construction-related impacts
- Address cumulative impacts with nearby developments
- Include detailed measures as outlined in the recommended condition
- Comply with best practice guidance, including the Construction Logistics and Community Safety (CLOCS) Standard

Condition 4 is recommended to secure compliance.

8. Conclusion

Based on the submitted information, and subject to:

- The completion of a Section 106 agreement securing financial contributions (Strand 2); and
- The delivery of off-site highway works (Strand 1);

the Highway Authority concludes that the proposed development would not result in a severe or unacceptable impact on the local highway network, in accordance with Paragraph 116 of the National Planning Policy Framework (December 2024).

Accordingly, the Highway Authority raises no objection to the proposal, subject to the recommended planning conditions and informative

Signed

Shamsul Huda

12 May 2026