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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: 26/00115/FP
HCC ref: NH/28352/2026
HCC received: 9 July 2026
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Land Adjacent 21, Danesbury Park Road, Pottersheath, Hertfordshire, AL6 9SH

Application type

Full Application

Proposal

ADDITIONAL INFORMATION

Full Planning Permission : Erection of two detached dwellings with detached garages including parking and hard and soft landscaping

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:

Whilst the survey is noted, however the applicant has not shown what it means, how it informs the design, or how it resolves any of the HA's substantive concerns, the applicant has failed to demonstrate how that information addresses the concerns previously raised by the HA.

The proposal continues to fail to demonstrate safe, suitable and sustainable access and remains contrary to:

- Hertfordshire Local Transport Plan 4 (LTP4) Policies 5 and 6; and
- the National Planning Policy Framework (NPPF) objectives for achieving safe, suitable and sustainable access for all users.

The proposal therefore remains unacceptable on highway and transportation grounds.

Highways comments:

The Highway Authority (HA) has reviewed the additional information consisting only of Automatic Traffic Count (ATC) survey undertaken on Danesbury Park Road submitted in response to the HA comments dated 18 March 2026. The survey records corresponding 85th percentile speeds of 17.5mph eastbound and 15mph westbound.

Traffic speeds and visibility

The HA acknowledges that the applicant has sought to address the previous concern regarding reliance upon assumed traffic speeds through the provision of surveyed speed data. The submitted ATC survey confirms that vehicle speeds at the survey location are relatively low, with recorded 85th percentile speeds below 20mph in both directions.

However, whilst the submission provides speed survey data, it fails to demonstrate how that information addresses the concerns raised in the HA's previous consultation response.

The survey results have been submitted without any accompanying technical assessment explaining:

- what visibility standard is considered appropriate having regard to the measured vehicle speeds;
- what visibility splay distances are required;
- whether the applicant continues to rely upon the previously stated visibility splays;
- whether the required visibility splays are available on the ground;
- whether the visibility splays fall wholly within land under the applicant's control;
- what existing obstructions exist within the required visibility envelope; and
- how any required visibility splays would be secured and maintained in perpetuity.

The HA's previous comments specifically requested dimensioned drawings demonstrating the required visibility splays, the extent of available visibility and how visibility could be secured and maintained. No such assessment or drawing has been provided.

Whilst the recorded speeds may be relevant when determining the visibility requirements, the applicant has not undertaken the subsequent exercise of demonstrating that those visibility requirements can actually be achieved.

Consequently, the submitted ATC survey does not in itself demonstrate that the access arrangements are acceptable, nor does it address the concerns previously raised regarding visibility.

The burden rests with the applicant to demonstrate that safe and suitable access can be achieved. The applicant has not demonstrated how the submitted speed survey evidence resolves the visibility concerns identified by the HA.

Sustainable travel and accessibility

Notwithstanding the above, the HA's principal concerns remain unchanged.

The site remains located in a rural and isolated location with limited opportunities for travel by sustainable modes.

The applicant has not addressed the HA's previous concerns regarding the absence of safe and suitable pedestrian infrastructure between the site and nearby services and facilities.

Future residents would continue to rely upon routes comprising Danesbury Lane, Danesbury Park Road and The Avenue, all of which are characterised by:

- absence of continuous footway provision;
- limited or no street lighting;
- narrow carriageways;
- limited provision for vulnerable road users; and
- the need for pedestrians to share carriageway space with vehicles for significant distances.

The location therefore remains heavily reliant upon private car travel.

Inclusive access

The applicant has not provided any additional information demonstrating how safe and inclusive access would be achieved for all users, including:

- children and families;
- elderly persons;
- wheelchair users;
- people with reduced mobility;
- visually impaired users; and
- users of mobility aids.

The surrounding highway network remains unsuitable as an inclusive pedestrian environment and the concerns previously identified by the HA remain applicable.

Reliance on the private car

The additional information submitted does not alter the HA's assessment that future occupiers would be heavily dependent upon the private car for day-to-day journeys.

No evidence has been submitted demonstrating that the development would provide a realistic opportunity to access local services, facilities or public transport by sustainable modes.

The proposal therefore continues to conflict with the objectives of promoting sustainable travel and reducing reliance upon private vehicle use.

Conclusion

The HA notes that the applicant has undertaken an ATC survey and has therefore provided measured vehicle speed data. The survey confirms low vehicle speeds at the survey location.

However, the applicant has failed to demonstrate how this information addresses the matters raised within the HA's previous consultation response.

Whilst speed survey information has been supplied, no visibility assessment, dimensioned visibility drawing, visibility land ownership plan or maintenance strategy has been provided. The applicant has therefore failed to demonstrate that any visibility requirements arising from the recorded vehicle speeds can actually be achieved and maintained.

More fundamentally, the submission does not address the HA's principal concerns regarding:

- the lack of safe pedestrian connectivity;
- poor accessibility to public transport;
- absence of suitable infrastructure for active travel;
- the unsustainable location of the site; and
- the resulting dependence on private car travel.

The key issues raised in the HA's previous consultation response therefore remain unresolved.

Recommendation:

Whilst the survey is noted, however the applicant has not shown what it means, how it informs the design, or how it resolves any of the HA's substantive concerns, the applicant has failed to demonstrate how that information addresses the concerns previously raised by the HA.

The proposal continues to fail to demonstrate safe, suitable and sustainable access and remains contrary to:

- Hertfordshire Local Transport Plan 4 (LTP4) Policies 5 and 6; and
- the National Planning Policy Framework (NPPF) objectives for achieving safe, suitable and sustainable access for all users.

The proposal therefore remains unacceptable on highway and transportation grounds.

Signed

Senober Khan

30 July 2026