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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: 25/00279/FP
HCC ref: NH/23927/2025
HCC received: 30 May 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Land At Corner Of Protea Way And, Pixmore Avenue, Letchworth Garden City, Hertfordshire

Application type

Full Application

Proposal

AMENDED PROPOSAL

Full Planning Permission : Erection of commercial buildings (flexible B2 and B8) including access, parking, landscaping and associated works

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:

CON1) Prior to the first commencement of the development hereby permitted a plan of cycle parking should be submitted in accordance with (Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020) and Drawing No 271 - 004 P02 and approved in writing by the Local Planning Authority. Prior to first occupation the approved scheme shall be fully implemented and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018)

CON2) Prior to the first occupation of the development hereby permitted the proposed access arrangements and servicing areas shall be implemented in accordance with the approved drawing number Ref (271 - 001 P12) insert and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON3) Prior to the first occupation hereby permitted the vehicular access improvements, as indicated on drawing numbers Ref (271 - 001 P12) and (114828-CAL-XX-XX-DR-D-0500 P2) shall be completed and thereafter retained in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON4) Prior to the first occupation of the development hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the access where it meets the highway, and such splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON5) No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

The Construction Management Plan of:

- a. Construction vehicle numbers, type, routing; (see comments below in main body of response)
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;

i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;

j. 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

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN4) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

AN5) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with

Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

COMMENTS

The application is an Amended Proposal Full Planning Permission: Erection of commercial buildings (flexible B2 and B8) including access, parking, landscaping and associated works. The following comments are in response to the provision of further information.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: 271 - 004 P02, -003 P02, 271-001 P12, 271-001 P01, 271-010 P01, 114828-CAL-XX-XX-DR-D-0500 P2, Planning Statement, and Construction Management Plan.

CYCLE PARKING

'Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020) recommends for cycle parking storage should be 2m (1.8m is acceptable) in length by 0.3m space between cycles. Outside cycle parking should be covered and lockable. The provision of well-located, safe and secure cycle parking is a key factor in encouraging people to cycle as an alternative to using the private car. Section 5.36 of the Planning Statement specifies 6 cycle parking spaces. Please be aware of the above requirements. Cycle parking should be covered and lockable.

Drawing 271 - 004 P02 demonstrates the above recommendations. Please see Condition 1

PARKING

The submitted drawing (271 - 001 P12) demonstrates a total of 24 parking bays will be provided measuring 4.8m x 2.4m. It appears that parking dimensions are substandard in the context of Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024) which recommends parking bays should 5mx 2.5m.

There are 4 disabled parking bays these are substandard. Hertfordshire County Council's Place & Movement Planning Design Guidance (Section 3 Chapter 1 P35) outlines disabled parking bays should be 6.5m x 2.9m (plus 1m clearance) It is recognised the Local Planning Authority are the Parking Authority and must measure against their own standards.

ROAD SAFETY AUDITS

The Highway Authority are satisfied that no matters arising were reported

ACCESS

Drawing Ref (271 - 004 P02) illustrates the agreed access arrangements. Also drawing Ref 114828-CAL-XX-XX-DR-D-0500 P2 showing tactile paving. Please see Condition 3. Please also refer to Informative 5 for instructions for a S278 agreement.

VISIBILITY

Section 5.34 of the Planning Statement states: that appropriate visibility and inter-visibility is achieved. The Highway Authority agrees however, please see Condition 4 above

TRACKING

Drawing 114828-CAL-XX-XX-DR-D-0400 found in the Transport Statement illustrates a fire tender of 7.7 meters x 3.5 satisfactorily accessing the site and exiting in a forward gear.

Drawing 114828-CAL-XX-XX-DR-D-0410 illustrates a 7.5 tonne delivery vehicle manoeuvring and accessing all 4 units albeit with very little room to spare.

Drawing 114828-CAL-XX-XX-DR-D-0420 illustrates a 13/18-tonne rigid vehicle accessing all units with several manoeuvres. There is minimal, if any, space between the sides of the vehicle and the building walls. This lack of space also applies to the vehicle parking spaces, leaving no room for error with a parked vehicle. This especially applies between units C and D. In this regard it is worth considering having a yellow hatched (no parking) area between the two parking spaces adjacent to unit B and D. It is likely vehicles would not use those spaces once staff realise how close their vehicles are to manoeuvring commercial vehicles.

TRIP GENERATION

After reviewing the data, I believe the estimates are reasonable based on the following points:

1. Peak Hour Trips: The estimates of 18 to 30 people trips during peak hours (08:00-09:00 and 17:00-18:00) seem appropriate for an industrial estate, considering typical employee arrival and departure times.
- 2 Daily Trips: The estimate of 246 daily people trips aligns with expected traffic for a site with the specified floor area and land use.

Overall, the trip generation estimates appear to be within a reasonable range for an industrial estate.

EMERGENCY ACCESS

The nature of the site puts the proposals / access within 45 meters from the public highway (As required in accordance with MfS 6.7.2)

REFUSE / RECYCLING

The LPA may wish to confirm with their waste and recycling team that sufficient space is provided for commercial waste and recycling arisings. Furthermore, that the storage facility is fireproof.

CONSTRUCTION MANAGEMENT PLAN

As was stated in the first response The Highway Authority will require a plan which must include a drawing of the construction site and the dedicated areas within. These should include but not limited

to, construction vehicle parking area, wheel washing, and storage area etc. Furthermore, the routes must be shown. In reviewing the routes to the site from the A1 Junction 9. Pixmore Avenue at the northern end is largely double parked with residents' vehicles parked outside their homes. There is a lot of congestion in peak times. An alternate route would be Avenue One to Works Road then enter Pixmore Avenue from the southern end where parking is restricted, and access is normally free flowing. Essentially all vehicles should turn left in and right out of the site. See Condition 5

CONCLUSION

Should the LPA be minded to approve the application please note the above conditions and informatives. This level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity, therefore; the highway authority would not wish to restrict the grant of planning permission.

Signed

Paul Marshall

27 June 2025