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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: 26/00057/FP
HCC ref: NH/27995/2026
HCC received: 28 January 2026
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

21 St Katherines Close, Ickleford, Hitchin, Hertfordshire, SG5 3XS

Application type

Full Application

Proposal

Full Planning Permission : Erection of one detached dwelling including hard and soft landscaping, parking and cycle and bin stores and installation of air source heat pump

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 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)

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) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN4) 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.

AN5) Gravel / shingle driveways: Where loose gravel or shingle is used, a suitable measure to prevent material spilling onto the road/footpath/verge must be installed. It is an offence under section 148 of the Highways Act 1980 to deposit debris onto the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Further information is available by telephoning 0300 1234047.

AN6) 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.

COMMENTS

The proposals are for Full Planning Permission: Erection of one detached dwelling including hard and soft landscaping, parking and cycle and bin stores and installation of air source heat pump

Context:

St Katherines Close is an unclassified local access road and provides a local access function in the road hierarchy St Katherines Close is highway maintainable at public expense. A 30mph speed limit applies. On Hertfordshire County Council's Place and Movement network St Katherines Close is classed as P2/M1 (Residential Street). No reportable highway accidents recorded within the immediate vicinity of the application site (5-year rolling). No Public Right of Way (as shown on the Public Rights of Way Map) directly affects the site or would be affected by the proposal. The county council considers St Katherines Close not to be a traffic sensitive road.

Policy Review:

The key documents used to assess the application are

- Manual for Streets 2007
- National Planning Policy Framework (July 2021)
- Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May2018]
- Cycle Infrastructure Design Guidance (Department for Transport Local Transport Note July 2020)
- Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024)
- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (IM), 2021

PLANNING HISTORY

The application site has previous planning history with application 25/02917/DOC

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: L1258/BNG 01,11, L1258/LP02, and L1258/ 21-23.

ACCESSIBILITY

Cycle Storage

In line with the Department for Transport's Cycle Infrastructure Design (Local Transport Note 1/20, July 2020), cycle parking should meet the following minimum standards:

- Dimensions: Each cycle parking space should be 2.0 metres in length (1.8 metres is acceptable) with a minimum spacing of 0.3 metres between cycles.
- Provision: A minimum of one cycle parking space should be provided per dwelling.
- Design: External cycle parking must be both covered and lockable to ensure security and weather protection.

The provision of safe, secure, and conveniently located cycle parking for both residents and visitors play a vital role in encouraging cycling as a practical alternative to car use. secure cycle parking for residents and visitors is a key factor in encouraging people to cycle as an alternative to using the private car. See Condition 1

Walking

Planning for Walking, issued by the Chartered Institution of Highways and Transportation (CIHT) places emphasis on developments being located and designed, where practical, to give priority to pedestrian (and cycle) movements and have access to high quality public transport facilities. In terms of accessibility, 400m walking distance to bus stops is considered to represent a reasonable catchment, further for a railway station (800m). The site is in easy access to bus stops and local shops.

PARKING

Drawing No Ref-(L1258/21) illustrates two parking bays which measure 2.5 x 5.00. This is in line with Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024)Part 4 Chapter 6 (11.9)

ACCESS

Both the existing dwelling and the proposed dwelling are served by an existing kerb line which forms part of a shared surface arrangement, with the kerbs constructed flush and at the same level as the carriageway."

VISIBILITY

“The vehicle-to-vehicle and pedestrian visibility is considered acceptable and accords with the principles set out in Hertfordshire’s Place & Movement Planning Design Guide, Part 4, Chapter 6, Section 18.1 (page 70).”

EMERGENCY ACCESS

Consistent with the National Planning Policy Framework (2023), paragraph 116 (d), applications for development should allow for access by emergency vehicles. Guidance is set out in Manual for Streets (MfS) (6.7.2). HCC's Place and Movement Planning Design Guide (P&MPDG) (Part 2 Chapter 4). Requirements are set out in the Building Regulations: Fire Safety Approved Document B, Vol 1, Dwellings, 2010 (as subsequently amended). Access for a pumping appliance should be provided to within 45m of a single dwelling house (and within 45m of all points within the dwelling house). As far as it can be reasonably ascertained from submitted plans, the proposed development would be within the recommended emergency vehicle access distance from the highway.

REFUSE / RECYCLING

The proposals for recycling bin storage must be in line with Manual for Streets MfS 6.8.9 residents should not be required to carry waste more than 30m and be within 25m of the kerbside/bin collection point.

CONCLUSION

Should the LPA be minded to approve the application please note the above condition 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

5 February 2026