



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

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: 26/01283/DOC
HCC ref: NH/29262/2026
HCC received: 22 May 2026
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Irongate Barn, Halls Green, Weston, Hitchin, SG4 7DR

Application type

Discharge of Condition

Proposal

Details of Condition : Details reserved by condition 5 (Car Parking and servicing Management Plan) of planning permission reference 25/01141/FP granted 11.12.2025

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:

Highway comments:

The applicant seeks the discharge of condition 5 (Car Parking and servicing Management Plan) of planning permission reference 25/01141/FP granted 11.12.2025.

Condition 5:

No development shall commence until a Car Parking and servicing Management Plan relating to measures to manage the car parking shall be submitted to and approved in writing by the local planning authority, in consultation with the Highway Authority. It shall include (but not limited to) the following:

- Car Parking Management: Outline measures to ensure efficient use of the parking spaces, including monitoring and enforcement strategies.
- Refuse Collection: Detail the procedures for refuse collection (including swept path track drawings), ensuring it does not interfere with vehicle movement or cause congestion.
- Congestion/Overspill Prevention: Propose strategies to prevent congestion and parking overspill onto the public highway, such as designated loading/unloading zones and clear signage.

The Car Parking Management Plan shall be fully implemented before the development is brought into use agreed by the Local Planning Authority and thereafter retained for this purpose.
Reason: In the interests of highway operation and safety and to ensure sufficient available on-site car parking meets the needs of users of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

The Highway Authority (HA) has reviewed the submitted Car Parking and Servicing Management Plan (CPSMP) dated April 2026 and has the following comments to make:

Given that the CPSMP submitted in support of the discharge of Condition 5 (planning permission reference 25/01141/FP) is identical to the CPSMP submitted under application reference 26/01360/DOC (relating to the discharge of Condition 8 of planning permission reference 25/01935/FP), the Highway Authority's (HA) comments made in respect of application 26/01360/DOC are directly applicable in this case.
Accordingly, the HA confirms that its comments remain unchanged (except reference is to condition 5) and are reproduced below for this discharge of condition application:

While the submission provides a comprehensive overview of site layout, internal circulation and servicing arrangements, there remain concerns regarding robustness of parking demand management and enforceability, particularly during peak events.

1. Parking Provision and Demand

The CPSMP confirms 25 on-site parking spaces, however the applicant's own assessment identifies:

- Up to 31 spaces required under maximum class scenario
- Approximately 29 spaces required for event/assembly use

This indicates a shortfall under peak conditions, with reliance on:

- Car sharing
- Sustainable travel uptake
- Use of other unspecified areas within the wider farm

The HA considers these measures insufficiently robust or enforceable, and there is no secured mechanism to prevent overspill parking on Halls Green or surrounding highway network.

2. Overspill and Congestion Management

The CPSMP sets out general measures (booking systems, staggered arrivals, monitoring), however:

- These are aspirational and management-led, with no formal control or trigger levels
- No contingency plan is provided where parking demand exceeds capacity
- No evidence that overspill parking areas are formally identified, available, or controlled

As such, the HA is not satisfied that overspill parking can be adequately prevented.

3. Circulation and Internal Layout

The submitted drawing shows:

- One-way internal circulation
- Hammerhead turning arrangement
- Defined servicing/refuse areas

And confirms:

- Turning space must remain unobstructed at all times

The HA is satisfied that internal layout and swept path arrangements are generally acceptable in principle, subject to effective management.

4. Servicing and Refuse

The CPSMP demonstrates:

- Refuse vehicles can enter, turn and exit in forward gear
- Dedicated collection area and swept path analysis provided

This aspect is considered acceptable, subject to:

- Turning head remaining clear at all times
- No vehicle conflict with parked cars

5. Monitoring and Enforcement

The document proposes:

- Monitoring by site operator
- Signage and informal enforcement measures

However:

- No formal enforcement regime (e.g. parking control plan, penalties, booking restrictions)
- No commitment to review thresholds or reporting to LPA/HA
- Reliance on good management rather than secured controls

This is not sufficient to ensure long-term compliance.

Conclusion

The HA considers that:

- The physical layout and servicing strategy are broadly acceptable, however
- The parking demand exceeds supply under realistic peak scenarios, and
- The proposed management measures are not sufficiently robust, enforceable, or secured

Recommendation

The HA does not recommend discharge of Condition 5 at this stage because insufficient information has been provided to demonstrate that:

- Adequate parking provision is available to meet peak demand; and
- Effective and enforceable measures are in place to prevent overspill parking and maintain safe operation of the adjacent highway network.

To enable discharge, the applicant should provide:

Revised Parking Strategy, including:

- Demonstration that peak demand can be accommodated on site; or
 - Identification of formal overspill parking areas, with control measures
 - Detailed Event Management Plan, including:
- Maximum attendance caps linked to parking capacity
 - Booking system controls
 - Staggered arrival/departure commitments
- Enforcement Mechanism, such as:
 - Parking management plan with clear responsibilities
 - Measures to prevent misuse of turning areas and access routes
- Monitoring and Review Framework, including:
 - Trigger points for action
 - Reporting mechanism to LPA if issues arise

Signed

Senober Khan

11 June 2026