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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: 25/00581/OP
HCC ref: NH/24361/2025
HCC received: 10 April 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Land Between Chain Cottage And 40, Gardiners Lane, Ashwell, Hertfordshire, SG7 5LZ

Application type

Outline

Proposal

AMENDED PROPOSAL

Outline Application : Erection of single dwelling on unused land (all matters reserved except for appearance, layout and scale).

Recommendation

OTHER

COMMENTS

The proposals are for an AMENDED PROPOSAL Outline Application: Erection of single dwelling on unused land (all matters reserved except for appearance, layout and scale).

Context:

Gardiners Lane is an unclassified local access road and provides a local access function in the road hierarchy. Gardiners Lane is highway maintainable at public expense. A 20mph speed limit applies. on HCC's Place and Movement network Gardiners Lane is classed as P1/M1 (e.g. Rural Lane). 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 PRoW map) directly affects the site or would be affected by the proposal. The county council considers Gardiners Lane not to be a traffic sensitive

road. The Highway Authority have responded to a similar application 23/01984/FP. In respect of layout, it appears to be suitable.

PEDESTRIAN ACCESS

Access for pedestrians: Policy 5 of the Hertfordshire Local Transport Plan (LTP) seeks to ensure that access arrangements are safe, suitable for all people and built to an adequate standard and adhere to the county council's Highway Design Standards.

VEHICULAR ACCESS / VIABILITY

The existing access to the site would require formalising and be compliant with HCC's Place & Movement Planning Design Guidance (adopted in March 2024) This would likely be under a minor works licence. The posted speed limit is 20 mph.

As there are no footways pedestrian visibility would need to be clearly shown. However, this would be part of the visibility envelope for vehicles.

CYCLING

'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. There should be parking for 1 cycle per dwelling. Outside cycle parking should be covered and lockable. The provision of well-located, safe and secure cycle parking for residents and visitors is a key factor in encouraging people to cycle as an alternative to using the private car.

VEHICLE PARKING

Parking bays should be 5 x 2.5 as required by HCC's Place & Movement Planning Design Guidance (adopted in March 2024) (P&MPDG Part 4 Chapter 6 (11.9)) However it is recognised the LPA are the parking authority and have the final say.

GRADIENT / SURFACE

This must be 1:10 for the first 5 meters. The driveway must be of a bound material so as not to drag material on to the carriageway.

EMERGENCY VEHICLE 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.

CONSTRUCTION METHOD STATEMENT (CMS)

It is important that a CMS is provided considering the rural nature of Gardiners Lane being narrow and with no on road parking facilities. The statement must have or be shown as a drawing of the construction site and the dedicated areas within. These should include but not limited to, construction parking area, wheel washing, and storage area.

CONCLUSION

With all of the above being taken into account should a formal application come forward, it would likely be approved. However, any application would be subject to conditions and Informatives.

Signed

Paul Marshall

30 April 2025