



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: 24/02908/PNQ
HCC ref: NH/23577/2025
HCC received: 14 January 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Fear End, Fears Green, Sandon, Buntingford, SG9 0QY

Application type

Prior Approval

Proposal

Prior Approval Class Q Agric to Dwelling : Conversion of agricultural buildings into 7 residential dwellings

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)

CON2) Prior to the first commencement of the development hereby permitted, a plan for an on-site bin/refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018)

CON3) Prior to the commencement of the development hereby permitted a plan should be submitted which shows vehicle parking details (2.5 x 5.0 meters in accordance with the HCC's Place & Movement Planning Design Guidance (P&MPDG-2023) 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 and vehicle 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)

CON4) No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:
Access arrangements to the site.

Traffic management requirements.

Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas).

Siting and details of wheel washing facilities.

Cleaning of site entrances, site tracks and the adjacent public highway.

Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.

Provision of sufficient on-site parking prior to commencement of construction activities.

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

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 which must be kept within the site boundary, 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 (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) 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.

COMMENTS

The proposals are for 'Prior Approval Class Q Agric to Dwelling: Conversion of agricultural buildings into 7 residential dwellings. Fears Green is maintainable by the highway authority and is unclassified and provides a local access function in the road hierarchy. The vehicle speeds past this site are limited to 60 mph. There have been no recorded accidents near the site in a rolling 5-year period.

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 DfT Local Transport Note 1/20 (July 2020)
- HCC's Place & Movement Planning Design Guidance (adopted in March 2024)

PLANNING HISTORY

The application site has previous planning history.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: 222140-PL-0-002 Rev A, 222140-PL-0-002 Rev A, and Planning Statement.

WALKING

Fears Green is a typical winding 60mph country road with no footways or lighting. Therefore, cannot be said to provide a sufficient level of safe and suitable access for pedestrians to and from the site. The potential to support and promote sustainable forms of travel is limited. It is unlikely pedestrians would use Fears Green to access work, shops, schools etc.

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 it is (800m).

The nearest bus stops are all over an hour walk, with the Ashden and Morden station being a 1 hour and 22 minutes' walk.

There are a number of accessible leisure public footpaths from the site. Close to the access is the Kelshall 013 footpath with links to Kelshall 018 (BOAT), 017 footpath, and the Kelshall 014 Bridleway. It is unlikely these would be used for anything else but leisure.

CYCLING

Drawing 222140-PL-0-002 Rev A demonstrates cycle parking. These are in the form of cycle racks. '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. Please see Condition 1 above.

PARKING

The Local Planning Authority (LPA) is responsible for assessing the proposed development against its local parking standards and ensuring that the required level of parking can be achieved within the site boundary. Drawing 222140-PL-0-002 illustrates parking spaces as 2.4 x 4.8 meters. These dimensions do not conform to Hertfordshire County Council's Place & Movement Planning Design Guidance (P&MPDG-2023), which requires parking spaces to be 2.5 x 5.0 meters. Please see Condition 3 above.

REFUSE / RECYCLING

The proposals for recycling bin storage are not 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. Please see condition 2 above

ACCESS & VISIBILITY

The access is existing and the Planning Statement section 5.1 states: 'with good visibility in either direction'. According to the Design Management for Roads and Bridges (DMRB) a 60mph carriage way requires a 215-meter standard stopping distance on each side of the access. Clearly this is not

achieved at the site access. Furthermore, the types and timings of vehicles serving a residential area is quite different from an agricultural site.

CONSTRUCTION MANAGEMENT PLAN

Please see Condition 4 above.

CONCLUSION

It should be noted that "Prior approval Class Q" refers to a specific type of permitted development in the UK under the Town and Country Planning (General Permitted Development) (England) Order 2015. Class Q allows for the change of use of certain agricultural buildings to residential dwellings without needing full planning permission.

Hertfordshire County Council, as the Highway Authority, has considered that the proposal would lead to an increase in traffic generation to the development. However, this increase is not expected to significantly impact the surrounding highway network. Therefore, the Highway Authority has determined that while the proposal would have an impact, it would not unreasonably affect the safety and operation of the adjoining highways, provided the specified planning conditions and highway informatives are included.

Signed

Paul Marshall

28 January 2025