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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: 26/00631/RM
HCC ref: NH/28552/2026
HCC received: 18 March 2026
Area manager: Manjinder Sehmi
Case officer: Samuel Tearle

Location

Ickleford Mill, Arlesey Road, Ickleford, Hitchin, SG5 3UN

Application type

Reserved Matters

Proposal

Reserved Matters : Reserved matters application for appearance, landscaping, layout and scale in relation to erection of 55 dwellings and associated access, car parking, garages, landscaping and open space pursuant to Outline Planning Permission 17/01955/1 (as varied by associated Section 73 Planning Application)

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 until the following additional details are submitted:

1. Updated swept path analysis plans to be provided for a large car manoeuvring within spaces (detailed below) and fire tender at the emergency access.
2. An active travel connection must be provided to the northwest of the site (near plots 22 / 36) , with the route constructed using hardstanding material and built to the boundary.

Once the above has been updated, and found to be satisfactory, the Highway Authority will be in a position to raise no objection.

Note for Planning Officer: The Location of Emergency Access in this RM application aligns with the current 'live' Section 73 application, which is currently under consideration by the LPA, and not the

permitted outline. Should issues arise with the live S73 and approval be delayed/refused, the layout elements of this RM will conflict with the existing outline permission for 'access elements'.

Informative:

Roads to remain privately maintained: The applicant is advised that all new roads associated with this development will remain unadopted (and shall not be maintained at public expense by the highway authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.

COMMENTS / ANALYSIS

Description of Proposal

This planning application is a reserved matters application seeking agreement for landscaping, layout and scale for 55 residential dwellings pursuant to outline planning permission ref: 17/01955/1.

In addition, a Section 73 planning application has been submitted alongside the application to relocate the approved emergency access on Arlesey Road approximately 15m south from its approved location under the outline consent, as well as a minor amendment to the approved Developable Areas Plan to amend the alignment of residential garden boundaries.

HCC Highways note that this planning application is reducing the number of dwellings on site to 55 from its outline approval of up to 71 dwellings.

Site Description

The Site is located at the former Ickleford Mill located to the east of Arlesey Road in the village of Ickleford. The site is bounded by Arlesey Road to the east and green fields on its remaining boundaries, with the River Oughton running through the centre of the site. Located to the north and north-east is residential dwellings and local amenities serving the village whilst Hitchin is located to the south of the site.

Along Arlesey Road is limited footway provision, with a continuous footway available along the eastern side of the carriageway within the vicinity of the site whilst the western side of the carriageway does not provide footway connections. Along the site boundary, approximately 50m north of the existing site access, Arlesey Road narrows where the road crosses over the River and results in oncoming vehicles travelling in the middle of the road.

Site History

The Highway Authority have previously commented on a number of planning applications at this site.

The most recent planning applications, and their status, are as follows:

- Application ref: 25/02832/NMA – Amendment to wording of conditions 3, 7, 8, 9, 24, 25, 29, 36 and 38 (as Non-Material Amendment to outline application 17/01955/1 granted 11.03.2024). Planning permission granted 31st March 2026.
- Application ref: 17/01955/1 – Outline planning application for up to 71 dwellings and associated access, car parking, garages, landscaping and open space including demolition and removal of all existing structures, buildings and hardstanding (all matters reserved except means of access). Planning permission granted 11th March 2024.

There are also a number of Discharge of Condition planning applications currently being considered by the Highway Authority attached to planning ref: 17/01955/1 and also the Section 73 application (ref: 26/00587/S73), which is to be considered alongside this proposal.

Design Considerations

A Proposed Site Layout Plan has been submitted with the planning application (Drawing No. 185-PS-103 Rev A, dated June 2025 produced by Hill Group Ltd). The layout is supported by a Transport Statement produced by KMC Transport Planning Ltd (report ref: 25232 Rev 2, dated 25.02.2026), which confirm that the proposal is to include the following mix of dwellings:

- 3 x 1-bed dwellings.
- 17 x 2-bed dwellings.
- 21 x 3-bed dwellings.
- 8 x 4-bed dwellings.
- 6 x 5-bed dwellings.

The revised layout is considered in more detail, below.

Pedestrian Access

The Highway Authority note that the proposed site layout has reduced in the number of dwellings being provided at the site. The Proposed Site Layout Plan (Drawing No. 185-PS-103 Rev A, dated June 2025 produced by Hill Group Ltd) provides footpath and footway connections within the site that links to the footway along Arlesey Road for access into Ickleford Village. The internal footpaths and footways also provide a connection to the zebra crossing approved in the outline application, which is located approximately 20m south of the site access, which is acceptable.

However, a pedestrian connection to the north of the proposed development, in line with discussions had with the Highway Authority at pre-application stage, must be provided. A design and delivery of hardstanding material should be provided to the boundary line to the field to the north-west of the site boundary (near plot 36) and/or near Plot 22.

Vehicular Access and Emergency Access

The Highway Authority note that the main site access is to remain as per the outline planning approval and provide a 5.5m wide access with footways on either side of the access. The submitted Transport Statement notes that whilst the internal streets are not intended for adoption, the layout has been designed in accordance with the principles in HCC's Place and Movement Design Guide, which will be maintained by a management company. This is acceptable.

Consequently, as noted in the Transport Statement, HCC Highways are not adopting the internal road. Therefore, a private maintenance strategy must be in place before occupation of the development, in line with Policy 5 of HCC LTP4.

A swept path analysis plans of a fire tender at the site access and internally within the site layout have been submitted within the Transport Statement at Appendix B (Drawing No. KMC25232 / TR01 (1) Rev A, dated 18.02.2026 and Drawing No. KMC25232 / TR01 (2) Rev A, dated 18.02.2026). A review of the drawings demonstrates that a fire tender can manoeuvre within the site and be located within a 45m reach radius of residential dwellings. This is acceptable.

With regard to emergency access, bollards will be installed so that vehicles cannot use this access point on a day-to-day basis but will facilitate pedestrian and cycling movements. The report states at Section 4.4 that a swept path analysis plan of the fire tender (Drawing No. KMC25232 / TR01 (1) Rev A, dated 18.02.2026 and Drawing No. KMC25232 / TR01 (2) Rev A, dated 18.02.2026) has been provided to ensure a fire tender can access homes and move around the streets within appropriate parameters; however, a review of the plan does not appear to show a fire tender being tracked at the emergency access for movements in and out of the route, which should be provided. HCC note that a Section 73 application (planning ref: 26/00587/S73) is also currently being considered by HCC and a cross-check of this application and the Section 73 application appears to

show the revised location of the proposed emergency access that has been submitted within the Section 73 application.

Cycle Parking

The planning application includes the submission of a Proposed Parking & Cycle Plan (Drawing No. 185-PS-106 Rev -. Dated February 2026) with each dwelling being provided with a cycle parking area and plots 1 – 7 including a cycle store. The Transport Statement confirms that cycle parking for the scheme has been developed to meet North Hertfordshire District Council's SPD for residential dwellings, which is set as one secure covered space per dwelling. The site layout includes 13 houses where garages are provided whilst houses without a garage will be provided with a garden shed. This is acceptable and would note that a condition should be applied, subject to the grant of planning permission.

Car Parking

Vehicle parking for the development is proposed to be through a combination of on-plot driveways and garages. Based on the North Hertfordshire Council parking standards, the development would require a minimum 103 parking spaces; the proposed layout is providing 123 parking spaces. HCC note this includes nine visitor car parking spaces. Whilst parking provision is a matter for the Local Planning Authority, HCC note the level of parking spaces being provided, which is considered acceptable.

HCC note that the Proposed Parking & Cycle Plan (Drawing No. 185-PS-106 Rev -, dated February 2026) includes each dwelling with an EV charging point whilst the communal parking for plots 1 -7 will all include an EV charging point, which is in line with Policy 5 of HCC LTP4.

A swept path analysis plan of a large car (Drawing No. KMC25232 / TR03 Rev A, dated 18.02.2026) has been included in the Transport Statement at Appendix B. The plan outlines the large car manoeuvring into selected parking spaces within the site. It is unclear what spaces have been assessed and would request that further tracking of a large car is provided for the following areas:

- Visitor spaces adjacent to plots 1 – 7 and plot 52 and 53 that are accessed from a turning head.
- Parking spaces for plot 20.
- Parking spaces for plot 43.

Swept path plans of these areas are being requested because HCC require confirmation that the layout is sufficient in order for vehicles are able to manoeuvre in and out of the parking spaces without needing to undertake several movements and potentially overrun areas.

Refuse Storage and Collection

The planning application includes the submission of a Proposed Refuse Plan (Drawing No. 185-PS-105 Rev A, dated February 2026) outlining the location of bin storage points, communal bin storage and kerbside collection points. The Transport Statement states that waste collection will be from the street, with the location of bins ensuring that a refuse collection vehicle can travel within a 25m drag distance. It would be beneficial for the Applicant to provide a plan outlining that the dwellings are within an acceptable drag distance, for clarity.

A swept path analysis plan of a 12.1m long refuse vehicle within the site and entering and exiting the access is included in the Transport Statement at Appendix B (Drawing No. KMC25232 / TR01 (1) Rev A, dated 18.02.2026 and Drawing No. KMC25232 / TR01 (2) Rev A, dated 18.02.2026). The plans demonstrate that a 12.1m long refuse vehicle can navigate the proposed layout and appropriately turn and travel in forward gear internally and at the site access, which is acceptable.

Conclusion

The Highway Authority requests that updated swept path analysis plans are submitted for the refuse vehicle and fire tender at the emergency access, including confirmation the location of the emergency access point.

In addition, the Site Layout should be updated to include a footpath connection into the adjacent field to the north-west, in line with pre-application discussions, and clarification should be provided regarding the location of the emergency access.

Once the additional information has been provided, and deemed to be acceptable, the Highway Authority will be in a position to raise no objection.

Signed

Samuel Tearle

21 April 2026