



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: 24/02864/FP
HCC ref: NH/23558/2025
HCC received: 13 January 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

36 Brampton Park Road, Hitchin, Hertfordshire, SG5 1XF

Application type

Full Application

Proposal

Full Planning Permission : Erection of one self-build detached 4-bedroom dwelling following demolition of existing bungalow

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) No development shall commence until a Construction Method Statement 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 Statement 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).

CON2) 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)

CON3) Prior to the first occupation of the development hereby permitted a visibility splay measuring 14 x 14 metres shall be provided to each side of the access where it meets the highway, and such splays shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 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.

COMMENTS

The proposals are for Full Planning Permission: Erection of one self-build detached 4-bedroom dwelling following demolition of existing bungalow. Brampton Park Road 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 20 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 (Dec 2024)
- Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May 2018]
- 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 with application 15/00363/1.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: 200 24 101 Existing Annexe Ground and First Floor; Roof and Elevations, 200 24 100 Location; Existing Elevations; Ground Floor; Roof and Proposed Site/Roof Plan, 200 24 103 Proposed Ground and First Floor and Roof Plan, and 200 24 102 Existing and Proposed Street Scene, Boundary Treatment and Proposed Site/Roof Plan.

ACCESS

Cycle

'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. No cycle storage has been illustrated. (Please see Condition 2)

PARKING

The submitted drawing (Ref-200/24/102) demonstrates that 2 parking bays will be provided measuring 4.8m x 2.4m. It appears that parking dimensions are substandard in the context of HCC's Place & Movement Planning Design Guidance (adopted in March 2024) which recommends parking bays should 5mx 2.5m. Therefore, the applicant is advised to submit details for parking as shown in Condition 3.

VEHICLE ACCESS

The existing access is demonstrated on drawing (Ref-200/24/102). The access (existing dropped kerb) is adequate and will serve the two proposed parking bays.

VISIBILITY

Drawing (Ref-200/24/102) illustrates a dwarf wall with a close boarded timber fence. This terminates at the gated entrance to the parking area. Achievable levels of inter-visibility between drivers exiting the site and other highway users (vehicles, cyclists and pedestrians) are not demonstrated on the submitted plans.

A visibility splay of 14m in each direction would be consistent with Manual for Streets, Table 7.1 and PMPDG Part 3 Ch9 para 12 for a 20mph speed environment (set-back 2.0m from the carriageway, a 2m set-back may be considered in lightly trafficked and slow speed situations, MfS:7.7.7).

Within the vertical plane, there should be no obstruction to visibility 2m high down to a point 600mm above the carriageway, the latter to ensure that small children can be seen (MfS 7.6.3), passing along the footway. Please see Condition 3.

EMERGENCY ACCESS

The nature of the site puts the proposals / access within 45 meters from the public highway (As required in accordance with MfS 6.7.2)

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

It is important that a CMS is provided considering the nature of the residential area. 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. (Please see Condition 1).

CONCLUSION

Should the LPA be minded to approve this application please see conditions and informatives above. This level of development is unlikely to generate any extra movements which would impact the surrounding highway network; therefore, the highway authority would not wish to restrict the grant of planning permission.

Signed
Paul Marshall

23 January 2025