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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: 25/01094/FP
HCC ref: NH/25030/2025
HCC received: 15 May 2025
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

LAND TO THE REAR 34 ARLESEY ROAD ICKLEFORD HITCHIN SG5 3UU

Application type

Full Application

Proposal

Erection of nine dwellings including access, parking and landscaping.

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:

There is insufficient information supplied with this application to enable the Highway Authority to reach a recommendation. In the absence of the necessary information, the Highway Authority recommends refusal due to doubt over possible implications for highway safety and convenience.

The proposed development as indicated on the Proposed Site Layout (Ref-AA139_0-0-01) will not be acceptable. Objection for the following reasons

1. The application has failed to demonstrate how the proposed development will comply with the policies contained in the current the Local Transport Plan (LTP4) and National Planning Policy Framework (NPPF-2024).
2. The proposal failed to address how pedestrians/cyclists will travel from site to key services via Duncots Close
3. No visibility is shown at the proposed new access point.
4. No details design is provided for the proposed access point off Duncots Close
5. No swept path analysis is submitted for main spine road within application site (Mainly for Refuse Collection Vehicles)

6. No Delivery and Service plan is provided.

7. No construction traffic management is provided

No measures are proposed to improve the above, and the application is therefore contrary to

i) Paragraph 115 of the NPPF-2024 which states that a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, b) safe and suitable access to the site can be achieved for all users.

ii) Paragraph 117 of NPPF which states that " a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

iii) the LTP4 Policy 1 which states that: the county council will in the design of any scheme and development of any transport strategy consider in the following order: opportunities to reduce travel demand and the need to travel, vulnerable road user needs (such as pedestrians and cyclists), passenger transport user needs, powered two-wheeler (mopeds and motorbikes) user needs and other motor vehicle user needs,

iv) Policy 5 which states: The county council will to work with development promoters and the district and borough councils to: a) Ensure the location and design of proposals reflect the LTP4 Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand. b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards,

v) Policy 7 which states that: The county council will seek to encourage and promote walking by: a) Implementing measures to increase the priority of pedestrians relative to motor vehicles and

vi) Policy 8 which states: The county council aims to deliver a step change in cycling, through: b) Implementing measures to increase the priority of cyclists relative to motor vehicles. e) Facilitating provision of secure cycle parking.

COMMENTS:

This is a full planning application for the development of 9 dwellings. The application site is located to rear of 34 Arlesey Road and currently have no direct access from public highways. The Highway accepts that this site is allocated for 9 dwellings in North Hert district local plan.

Policy Review:

Key policy documents used to assess the application are

- National Planning Policy Framework dated (2024);
- National Planning Practice Guidance. (2014)
- Hertfordshire Local Transport Plan 2011-2031
- HCC's Place & Movement Planning Design Guidance adopted in March 2024
- NHDC Local Plan 2011-2031

Pedestrian accessibility:

The applicant failed to address how pedestrians and cyclists will travel to the nearest key services via Duncots Close which is lacking from appropriate footways with speed limit of 30mph. So, keeping this in mind, it appears that Duncots Close is a car dominated residential road where pedestrians movements are not safe.

Pedestrian access to the development should be considered and pedestrian desire lines identified via Duncots Close. Pedestrian access, segregated or shared surface, should then be provided onto Duncots Close rather than simply relying on the vehicular route.

Vehicular Access:

Currently, application site has no direct means of access from public highways. Para 6.1 of the submitted Transport Note (TN) says that access to the development is to be taken from Duncots Close via shared surface driveway connecting to the existing Cal De-Sac. Drawing no 3472-700-B fails to show the details design of proposed access point off Duncots Close.

Therefore. The applicant is advised to submit details access design in accordance with HCC's Place & Movement Planning Design Guide (P&MPDG-March 2024) [Ref part3, chapter9]. A vehicle crossover (VXO) is method of providing access between the edge of the highway carriageway and a site, where the footway is reinforced to take the weight of a vehicle, and the kerb is dropped to form a ramp. Through their design and use, walking and/ or cycling priority is maintained with a continuous footway and/ or cycle track extending across the vehicular access.

A vehicle crossover is suitable on P&M category P2/M1, P3/M1 and P3/M2 streets for up to 2,000 Passenger Car Units (PCU) per day on the entry arm.

A simple T-junction is an at-grade junction of two roads, at which the minor road joins the major road approximately at a right angle.

For the majority of situations encountered on P&M category P2/M1, P3/M1 and P3/M2, a simple T-junction will suffice with a bell-mouth kerb radius of 4m (6m maximum) if a crossover is considered to be unsuitable

Visibility:

It is noted that no visibility splays are shown at the proposed access off Duncots Close. So, the applicant is advised to provide sufficient visibilities in both direction of the access point in accordance current speed limit and policy.

Delivery and Service Plan:

The TN has failed to provide a robust Delivery and Service Plan for the proposed development. The Highway Authority considers that now and then, the new development will require deliveries and service dropped off such as supermarkets vans and white delivery vans. So, a robust delivery and service plan for the development is required to submit.

Construction Traffic Management Plan:

The purpose of the Construction Traffic Management Plan (CTMP) is to help developers to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. The completed and signed CTMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. Also, this CTMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (CLOCS) Standard. Therefore, the applicant is advised to prepare a robust construction traffic management plan which need to submit before commencement of the development. A condition will recommend securing such CTMP before commencement of the development.

CONCLUSION:

In summary, there are several significant concerns over highway safety and LTP4 policy compliance with this planning application as submitted, particularly safe pedestrian's movements onto Duncots Close and Visibility. As of now, I have no option but to recommend refusal at this occasion due to reasons listed in the starting of the report. I am happy to reconsider the application if all issues are resolved satisfactorily.

Signed

Shamsul Huda

5 June 2025