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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: 24/01347/FP
HCC ref: NH/21488/2024
HCC received: 2 July 2024
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

38 Heathfield, Royston, Hertfordshire, SG8 5BN

Application type

Full Application

Proposal

Full Planning Permission : Erection of one detached 3-bed dwelling following demolition of existing garage including installation of hardstanding and associated works

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.

COMMENTS

The site 38 Heathfield Road and is located in a residential area. The Highway Authority are limited in the extent to which it is able to comment, noting that Heathfield Road is a privately maintained road, and therefore beyond the authority of the Highway Authority who are responsible for all roads / footways / verges etc. that are considered maintainable at public expense (the public highway).

The following comments are advice only as Heathfield Road is a private road and not highway maintainable.

Policy Review:

The key documents used to assess the application are:

- Manual for Streets 2007
- National Planning Policy Framework (July 2021)
- Cycle Infrastructure Design DfT Local Transport Note 1/20 (July 2020)

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:

Drg nos.481.01C, 481.02,481.03A, 481.04, 481.06, 481.06A, 481.07, 481.08, 481.09, PR279-01A, and PR279-02.

SUSTAINABILITY

'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.

Drawing 481.01C demonstrates cycle storage in line with the above recommendations.

PARKING

Drawing 481.01C demonstrates the parking bays as 2.4 x 4.8

DRAINAGE

Any surfacing arrangement should be in accordance with DCLG guidance on the permeable surfacing of front gardens and shall be surfaced to LPA approved durable bound material. Guidance on permeable surfacing of front gardens can be found on the government website: <https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardens-guidance>

ACCESS

No new access is proposed

VISIBILITY

The vehicle-to-vehicle inter-visibility and pedestrian visibility must have an acceptable level of vehicle to vehicle inter-visibility and accord with the principles found in Manual for Streets. (MfS 2007) (Reference: Visibility along the street edge, Manual for Streets, Section 7.8.3, Page 94).

CONSTRUCTION MANAGEMENT STATEMENT (CMS)

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, storage.

EMERGENCY ACCESS

The nature of the site puts the proposals / access outside of the 45 meters of hose length required from the public highway to all points around the new dwelling (As required in accordance with MfS 6.7.2). The LPA may wish to contact the Fire Service for a review of the proposals.

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.

CONCLUSION

This level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the surrounding highway network in terms of free flow and capacity. The Highway Authority make no further comment.

Signed

Paul Marshall

4 July 2024

