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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: 25/03110/FP
HCC ref: NH/27766/2026
HCC received: 22 April 2026
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Barn To The West Of, Bedford Road, Holwell, Hertfordshire,

Application type

Full Application

Proposal

AMENDED PROPOSAL

ADDITIONAL INFORMATION

Full Planning Permission : Erection of one 4-bed dwelling following demolition of existing barn (renewal of previously approved planning permission 20/01742/FP granted 16.10.2020)

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 occupation of the development hereby permitted, visibility splays measuring 2.4 metres x 215 metres shall be provided to each side of the access where it meets the highway. The visibility splays shall be wholly within land under the ownership or control of the applicant and shall thereafter be retained at all times free from any obstruction between 600mm and 2.0 metres 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).

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) 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 Method Statement shall include details of:

- Access arrangements to the site
- Construction and storage compounds, including designated areas for parking, loading/unloading, and turning
- Location and details of wheel washing facilities
- Cleaning of site entrances, tracks, and adjacent public highways
- Provision of sufficient on-site parking prior to the commencement of construction

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).

CON4) The development shall utilise the existing farm access to the site. The entire length of the access, measured from the edge of the public highway to the site, shall be constructed and thereafter maintained in a bound, sealed surface (such as asphalt or concrete or other material), designed to accommodate the loading of a 19 tonne Fire and Rescue Service vehicle, and shall be permanently retained as such.

Reason: To ensure safe and reliable access for service and emergency vehicles, to prevent surface degradation and the deposit of loose material on the public highway, and to safeguard the amenity of other users of the public highway and public rights of way, in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

CON5) Prior to the commencement of the development hereby permitted a plan 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)

INFORMATIVES

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 website:

<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 public highway land: 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 website:

<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.

AN4) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

COMMENTS

The proposals are for the Erection of one 4-bed dwelling following demolition of existing barn (renewal of previously approved planning permission 20/01742/FP granted 16.10.2020)

Context:

Bedford Road is a principle 'A' road (A600) and provides a main distributor function in the road hierarchy Bedford Road is highway maintainable at public expense. A 30mph speed limit applies. On Hertfordshire County Council's Place and Movement network Bedford Road is classed as P1/M2 (Inter-Urban). No reportable highway accidents recorded within the immediate vicinity of the application site (5-year rolling). No Public Right of Way (as shown on the Public Rights of Way Map) directly affects the site or would be affected by the proposal. The county council considers Bedford Road to be a traffic sensitive road.

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 Guidance (Department for Transport Local Transport Note 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:

PL-01 F, 02 F, 03 E, 04, and SU-01 A.

ACCESS

The site benefits from an existing farm access, which provides an acceptable form of vehicular access from the public highway to the site, The access road is currently surfaced in compacted earth and grass. In order to ensure safe and reliable use by all vehicles, including emergency services, the access must be capable of accommodating the loading imposed by a 19tonne Fire and Rescue Service appliance. Accordingly, the access—particularly at its junction with the public highway—will require upgrading to a bound, sealed surface capable of bearing such loads without deformation, ensuring durability, highway safety and compliance with emergency access requirements. Please see Condition 4. The Fire Service has been informed and will reply directly to the LPA

VISIBILITY:

In accordance with PMPDG Part 3, Chapter 9, paragraph 12, achievable levels of intervisibility between drivers exiting the site and other users of the public highway have been assessed. Acceptable visibility splays are demonstrated on drawing Ref: PL-01 F, which shows that drivers

emerging from the access will have adequate sightlines of approaching traffic in both directions. The provision and retention of these visibility splays is secured by Condition 1.

TRIP GENERATION

The additional vehicle trips generated by the development would not be significant and would fall well below the threshold at which impacts could be considered severe; therefore, the impact on the transport network is not material.

PARKING

The LPA shall be responsible for assessing the proposed development against local parking standards and to satisfy for itself that any level of parking it requires can be achieved within the boundary of the site. Please see Condition 5 for cycle parking

SURFACE WATER FLOOD RISK TO THE HIGHWAY:

The transport network needs to be resilient to the risks from the impacts of climate change, including changing weather patterns and extreme events. Policy 5 and of the Hertfordshire Local Transport Plan (LTP4) seek to secure developer mitigation measures to limit the impacts of development on the network. HCC's Place and Movement Planning Design Guide, states that water from areas that are not adoptable highway must not be allowed to run onto areas of adopted highway. The Government's flood risk maps for planning indicate parts of the nearby highway carriageway to be at low risk of surface water flooding: <https://flood-map-for-planning.service.gov.uk/> See informative above

EMERGENCY VEHICLE ACCESS

Emergency Vehicle Access: Consistent with the National Planning Policy Framework (2023), paragraph 116 (d), applications for development should allow for access by emergency vehicles. Guidance is set out in Manual for Streets (MfS) (6.7.2). HCC's Place and Movement Planning Design Guide (P&MPDG) (Part 2 Chapter 4). Requirements are set out in the Building Regulations: Fire Safety Approved Document B, Vol 1, Dwellings, 2010 (as subsequently amended). Access for a pumping appliance should be provided to within 45m of a single dwelling house (and within 45m of all points within the dwelling house

Manual for Streets advises (6.7.2) that fire service vehicles should not have to reverse more than 20m. A minimum carriageway width (kerb to kerb) of 3.7m is also required for fire service vehicle access and operating space. The Fire Service has been informed and will contact the LPA directly.

ACCESS FOR REFUSE VEHICLES

Refuse vehicles must be able to stop within a maximum carry distance of 25m from a bin collection point (Manual for Streets, 6.8.9). Residents should not be required to carry waste more than 30m to a storage point (Manual for Streets, 6.8.9). It is apparent the proposals can not meet the recommendations. The Highway Authority would not refuse based on this as it would not be appropriate. It is most likely any occupants of the new development would need to use a private waste contractor

CONSTRUCTION MANAGEMENT STATEMENT (CMS)

It is important that a CMS is provided considering the nature of School Lane and the surrounding 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 4 above.

CONCLUSION

HCC as Highway Authority has considered the proposal and concludes that it would not give rise to an unacceptable impact on the safety or operation of the surrounding highway. It raises no objections but recommends the inclusion of the above conditions and highway informative / advisory notes.

Signed

Paul Marshall

11 May 2026