

CONDITIONS

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:

COND1) New Access Firs Close

Prior to the first use of the development hereby permitted the vehicular access shall be completed and thereafter retained as shown on in-principal drawing number (Drawing HAS/25-023/06D) for Firs Close in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

COND2) New Access Bedford Road

Prior to the first use of the development hereby permitted the modified vehicular access shall be completed and thereafter retained as shown on in-principal drawing number (Drawing HAS/25-023/06D) for Bedford Road in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON3) VISIBILITY SPLAY (Bedford Road)

Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number(s) (HAS/25-023/04 Rev B). The splay 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).

COND4) CYCLE PARKING

Prior to the commencement of the development hereby permitted, a scheme for the parking of cycles including details of the design, level and siting in accordance with Cycle Infrastructure Design Guidance (Department for Transport Local Transport Note July 2020) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use 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)

CON5) No demolition or development shall commence until a Demolition, Construction and Traffic Management Plan (DCTMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall incorporate relevant elements of the CLOCS standards as set out in the Highway Authority's Construction Management template.

The approved Plan shall include details of:

- a) Demolition and construction vehicle numbers, types and routing;
- b) Site access arrangements for demolition and construction traffic;
- c) Temporary traffic management measures;
- d) Construction and storage compounds, including contractor parking, loading, unloading and turning areas;
- e) Material storage areas;
- f) Measures to protect pedestrians, cyclists and other users of the public highway;
- g) Wheel washing facilities;
- h) Measures for the cleansing of site entrances, site tracks and the adjacent highway;
- i) Timing of demolition and construction activities, including deliveries and waste removal;
- j) Measures to avoid construction traffic during school pick-up and drop-off periods;
- k) Provision of on-site parking for contractors and operatives;
- l) Details of any temporary occupation of the public highway, including hoarding, pedestrian routes and remaining carriageway widths;
- m) Measures to prevent mud, dust and debris from being deposited on the public highway;
- n) Post-construction reinstatement of any areas of highway affected by the works; and
- o) A programme/phasing plan for demolition and construction activities.

Thereafter, demolition and construction of the development shall be carried out in accordance with the approved Plan.

Reason: To protect highway safety, maintain the free and safe flow of traffic, and safeguard the amenity of highway users in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (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.

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

AN) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN) The Public Footpath: Should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. Safe passage past the site should be maintained at all times for the public using this route. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of the Highway Authority. No materials shall be stored or left on the Highway including Highway verges. If the above conditions cannot reasonably be achieved, then a Temporary Traffic Regulation Order (TTRO) would be required to close the affected route and divert users for any periods necessary to allow works to proceed, for which a fee would be payable to Hertfordshire County Council. Further information is available via the County Council website at

<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx> or by contacting Rights of Way, Hertfordshire County Council on 0300 123 4047.

COMMENTS

The proposals are for an AMENDED PROPOSAL for Full Planning Permission: Erection of nine dwellings following demolition of existing hotel including landscaping and widening of existing vehicular access

Context:

Bedford Road is a principal '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 P2/M2 (Multi-Function Road). 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 not 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)
- Hertfordshire County Council'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: Design & Access Statement, Transport TN Addendum May 2026, 6154 A - PL100-Rev G - Proposed Site Plan, Planning Statement, and Transport Technical Note.

PROPOSED DEVELOPMENT

The application seeks planning permission for the demolition of the existing Firs Hotel and the redevelopment of the site to provide nine residential dwellings (Use Class C3) with associated access, parking and landscaping. The proposed development comprises a terrace of nine three-storey, three-bedroom dwellings arranged in two blocks set around a shared surface courtyard, with vehicular access taken from Bedford Road and an additional connection to Firs Close. Each dwelling would be served by off-street parking, together with cycle storage, private rear gardens and associated communal infrastructure. The proposals also include amendments to the local highway network, including revised access arrangements and the provision of improved pedestrian infrastructure.

ACCESSIBILITY:

The application site is situated approximately 800 metres from Hitchin Town Centre, equating to a walking distance of around 10 minutes or a cycle time of less than 4 minutes. Hitchin Town Centre provides a wide range of facilities, including employment opportunities, retail provision, healthcare services, educational establishments, and leisure uses, all of which are readily accessible from the site.

The site benefits from good accessibility to public transport, with the nearest bus stops located within 100 metres. These stops are served by a number of bus routes, including the 9A, 9B, 74 and 81 services, which operate at a frequency of at least hourly, in addition to routes 9D and 89.

Hitchin Railway Station is located within approximately 1 mile of the site, corresponding to a walking distance of around 20 minutes or a cycle time of approximately 6 minutes. The station provides frequent direct rail services to a variety of regional destinations and London, with an average of over 12 trains per hour, supplemented by additional services during peak periods.

The proposal is considered to accord with the National Planning Policy Framework (paragraphs 109–111), which seek to promote sustainable transport and focus development in locations that offer a genuine choice of transport modes. The site's proximity to Hitchin Town Centre, public transport services and the railway station also align with Hertfordshire County Council's Local Transport Plan 4, which prioritises walking, cycling and passenger transport and seeks to make these modes the natural choice for short trips.

EXISTING PEDESTRIAN ACCESS

The site fronts onto Bedford Road, where an existing footway provides direct pedestrian access along the frontage and links into the wider footway network, from which the site is currently accessed consistent with its use as a hotel.

EXISTING VEHICULAR ACCESS

Existing vehicular access to the site is taken directly from Bedford Road via a single established access point, which currently serves the former hotel and provides access to the on-site parking area.

REVIEW OF PROPOSALS

VEHICLE TRIPS – EXISTING & PROPOSED

The submitted Planning Statement (DLA Ref: 2025/482, January 2026), under Section 7.4: Movement (Paragraph 7.4.5 – Highways Safety and Capacity), confirms that the existing hotel use would generate approximately 68 two-way vehicle movements per day, whereas the proposed residential development would generate approximately 63 two-way movements per day. As such, the redevelopment would result in a slight reduction in overall trip generation and the impact on the highway network is therefore considered to be negligible.

Whilst no reference is made within the submitted documentation to the use of TRICS or a specific database version, this approach is considered acceptable in this instance as it provides a proportionate and robust comparison between the existing hotel use and the proposed residential development. The assessment demonstrates that the proposals would not result in an increase in traffic generation and would not give rise to any adverse impact on the operation or safety of the surrounding highway network.

VISIBILITY

The visibility arrangements have been assessed with reference to the submitted Transport Technical Note (HAS/25-023, January 2026, pp.5–6) and associated drawings, including Drawing Nos. HAS/25-023/02B, /04B and /07D.

Vehicular access is taken from Bedford Road via the existing access, where visibility splays of 2.4m x 47m are demonstrated to the left and right, as shown on Drawing No. HAS/25-023/02B (Existing Site Layout and Visibility Splays) and confirmed within the Technical Note. These splays are in line with Manual for Streets (DfT, 2007) and Manual for Streets 2 (CIHT et al., 2010), as stated within the submitted document (p.5).

The proposed layout retains these splays, with only a minor realignment of the access centreline (less than 2m), and they are shown to be achievable across a combination of highway land, applicant land and adjoining frontage. See Condition

In respect of pedestrian visibility, the proposals incorporate 2m x 2m pedestrian visibility splays on either side of the access, which are to be kept clear of obstruction above 600mm in height, as annotated on Drawing HAS/25-023/04B. This is further reinforced by the control of frontage planting, which is specified to be maintained below 600mm in height, thereby ensuring adequate intervisibility between vehicles and pedestrians along the Bedford Road footway. See Condition

ACCESS

The scheme also introduces improvements to the frontage arrangement, including the provision of a short section of new footway linking the site access with the adjacent petrol filling station access, the formalisation of kerb radii, and the provision of tactile paving. These measures will reduce the extent of the existing wide crossover and improve pedestrian continuity and safety along the frontage.

Drawing No. HAS/25-023/06 Rev D shows a reconfigured access with 3 metre kerb radii on either side, resulting in an access width of approximately 5.5 metres at the highway boundary. Included on the drawing is a band of raised textured surface at the access. The drawing further illustrates additional tactile paving on the northern boundary with the petrol station. This also formalises this part of the footway.

Drawing No. HAS/25-023/09 Rev D demonstrates pedestrian access to the front of the dwellings via footways located between the parking bays and the dwelling frontages. These footways range from 1.20m to 1.25m in width, which is sufficient to provide access to the front doors and facilitate the movement of refuse and recycling bins. Low-level planting is provided between parking bays and is shown to be maintained at a maximum height of 0.6m.

The proposals also include a minimum 2.0m wide footway along the Bedford Road frontage, together with tactile paving, revised frontage landscaping, replacement tree planting, and low-level planting maintained below 0.6m in height.

A benefit of the scheme is that the frontage boundary is brought forward to align with the back edge of the footway, improving natural surveillance of the public realm and ensuring that visibility splays can be secured and maintained (see visibility splay condition).

FIRS CLOSE & NEW ACCESS TO THE DEVELOPMENT

Drawing No. HAS/25-023/07D shows the creation of a secondary access between the development and Firs Close through the extension of the public highway by approximately 2.7 metres into the site. The proposals include an enlarged turning head, kerb line

realignment and a short section of footway linking the site courtyard to the existing footway network on Bedford Road. The new footway provides a continuous pedestrian connection within the cul-de-sac, whilst the revised kerb line narrows the junction width and creates a more defined access arrangement. These measures accord with Policies 1 and 5 of Hertfordshire's Local Transport Plan (2018) and the principles set out in Hertfordshire County Council's Place and Movement Planning and Design Guide (March 2024), Part 3 Chapter 9 paragraph 12 and Part 4 Chapter 6 paragraphs 18 and 19.

Drawing No. HAS/25-023/07D shows the extension of the public highway at Firs Close by approximately 2.7 metres into the site. The proposed works include the enlargement of the existing turning head, the realignment of the kerb line on the north-eastern side of the cul-de-sac, and the provision of a short section of footway connecting Firs Close to the development. The drawing also shows the creation of a secondary access point between the site and Firs Close and the retention of rear access arrangements for No. 9 Firs Close through associated land adjustments.

S278 WORKS

The highway works shown on Drawing Nos. HAS/25-023/06 Rev D and HAS/25-023/07D, including modifications to the Bedford Road access, new and amended footway provision, tactile paving, kerb realignment, highway verge alterations, the extension of the public highway at Firs Close, and amendments to the turning head, are located within or affect existing highway land and would therefore require approval and implementation under a Section 278 Agreement pursuant to the Highways Act 1980.

ROAD ADOPTION

Drawing Nos. HAS/25-023/07 Rev D refers to a magenta-hatched extension to Firs Close (with crossing point) to be offered for adoption. The Highway Authority would not support the adoption of the magenta-hatched area shown on drawing HAS/25-023/07 Rev D. The proposed area is limited in extent and forms part of the site's private access arrangement, offering insufficient wider public utility to justify adoption and future maintenance by the Highway Authority. Accordingly, this area should remain under private ownership and management.

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 and not overhang the highway, including the highway footway / grass verge / vehicle crossover. The Highway Authority would observe the parking spaces follow the recommendations found in Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024) Part 4 Chapter 6 Table 11.9. This negates the need for a swept path diagram.

CYCLE PARKING

Drawing No. HAS/25-023/06D illustrates cycle parking for each dwelling. '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. Please see condition 4 above.

RECYCLING & WASTE COLLECTION

Swept path assessments on Drawing Nos. HAS/25-023/010B demonstrate that an 11.2-metre, 4-axle refuse vehicle can manoeuvre within the proposed layout and utilise the enlarged turning head shown on the same drawing. The Highway Authority accepted the existing refuse vehicle as the design vehicle for this assessment, noting that accommodating a larger vehicle would have required additional highway widening at the expense of the proposed pedestrian improvements, including the new footway connection at Firs Close. The proposed layout therefore balances servicing requirements with enhanced pedestrian provision. The proposals for recycling bin storage are 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.

EMERGENCY VEHICLE ACCESS:

Consistent with the National Planning Policy Framework (2024), paragraph 117 (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). As far as it can be reasonably ascertained from submitted Drawing HAS/25-023/11B, the proposed development would be within the recommended emergency vehicle access distance from the highway.

DEMOLITION, CONSTRUCTION AND TRAFFIC MANAGEMENT PLAN

In respect of the above plan. The applicant should take all measure to inform local residents of the proposals and provide name and contact details of the site manager. A 1:200 plan showing the demolition site and the construction site to include construction parking, storage, security fencing and all other relevant areas within the site boundary. Please refer to condition 5 for the detail of the plan.

CONCLUSION

Should the LPA be minded to approve the application please note the above conditions and informatives. This level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway

network in terms of free flow and capacity, therefore; the highway authority would not wish to restrict the grant of planning permission. Should there any questions or further clarification please do not hesitate to contact me.