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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: 25/01322/PIP
HCC ref: NH/25111/2025
HCC received: 22 May 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

LAND TO REAR OF 29 BALDOCK ROAD ROYSTON SG8 5BJ

Application type

Full Application

Proposal

Erection of one self-build dwelling with associated parking, altered vehicular access and associated works

Recommendation

OTHER

COMMENTS

The proposals are for Erection of one self-build dwelling with associated parking, altered vehicular access and associated works. (Permission in Principle) The following comments are a broad review of what would be required should this come forward as a full planning application.

Context:

Baldock Road is classified and provides local distributor function in the road hierarchy. Baldock Road is highway maintainable at public expense. A 40mph speed limit applies. On Hertfordshire County Council's Place and Movement network Baldock Road is classed as P2/M1 (e.g. Residential Street). 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 Baldock Road to be a traffic sensitive road.

Policy Review:

The key documents used to assess any future application are:

- Manual for Streets 2007
- National Planning Policy Framework (July 2021)
- Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May 2018]
- Cycle Infrastructure Design Guidance (Department for Transport Local Transport Note July 2020)
- HCC's Place & Movement Planning Design Guidance (adopted in March 2024)

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers:

Location plan. Existing illustrative site plan. Proposed illustrative site plan. Concept document

SUSTAINABLE ACCESS

Hertfordshire County Council as Highway Authority is no longer capacity-based authority. The Local Transport Plan 4(2018) makes it clear that the accommodating the needs of pedestrians, cyclists and public transport users comes ahead of accommodating the needs of the private motorcar. This is echoed in national planning policy, such as the NPPF (2021) paragraphs 110 – 112, the government's new Design Code (2021), Decarbonising Transport (2020), the new Inclusive Mobility (2022), etc. It is also a response to the County Council declaring a climate emergency in 2019.

Walking

According to Active Travel England and Department for Transport guidelines, residential developments should ideally be situated within 400 meters of a bus stop and 800 meters of a railway station. The nearby shops are conveniently located within a 9-to-14-minute walk, which is considered acceptable. Additionally, the bus stops are very close, just a 1-minute walk away.

Cycling

'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. There are plenty of opportunities to cycle for leisure and into the town centre and rail station.

PARKING

Hertfordshire County Council's Place & Movement Planning Design Guidance specifies the dimensions for various parking spaces, as follows:

A standard parking space should be 5.0 meters in length and 2.5 meters in width.

Disabled parking spaces are larger, with a length of 6.0 meters and a width of 3.6 meters.

Parallel parking spaces also have a length of 6.0 meters but a width of 2.5 meters.

Part 4 of the guidance, titled "Detailed Design and Specification," includes Chapter 2, which covers Parking Standards and Layouts. This chapter is divided into several sections: Section 2.1 addresses General Parking Requirements, Section 2.2 focuses on Dimensions and Layouts,

Section 2.3 outlines Disabled Parking Provisions, and Section 2.4 discusses Sustainable Parking Solutions.

It is worth noting any proposed car parking provision and layout is the responsibility of the Local Planning Authority, (in this case North Herts District Council) to determine the level and suitability of the car parking proposals, however, it is essential that it is operated in efficient and safe manner to minimise the impact on the local highway network which is the responsibility of Hertfordshire County Council as Highway Authority.

ACCESS

In the respect of the proposed access to the site along Royston Footpath 005 (Mackerel Hall)

The primary issue will be ensuring the safety of the public using the footpath. If there were any plans for changing the surface of Royston 005, adding curbs etc, or whether the plan is to leave the surface as it is, should be provided.

There's also the issue of maintenance of the surface, Hertfordshire County Council cannot and will not be maintaining the surface of the route for the purpose of vehicle use by private residents, we can only maintain the surface as a public footpath.

As Bedford Road has a posted speed limit of 40mph. Vehicles are not allowed to reverse out, they must leave in a forward gear. Its worth considering if there would be enough space for delivery vehicles to exit in a forward gear

VISIBILITY

Vehicular

Vehicle-to-vehicle inter-visibility must accord with the principles found in Hertfordshire's Place & Movement Planning Design Guide Part 4 Chapter 6 section 18.1, page 70. For a 40mph speed limit the distance would 120m either side of the access. This is by measuring 2.4 from the back edge of the carriageway into the centre of the access. From this point measure 120 meters to the nearside kerb on each side. This must be free of obstruction

Pedestrian

A 2.0 x 2.0 metre pedestrian visibility splays shall be retained at all times to each side of the access. They shall be measured from the point where the edges of the access way cross the highway boundary, 2.0 metres into the site and 2.0 metres along the highway boundary therefore forming a triangular visibility splay. Within which, there shall be no obstruction to visibility between 0.6 metres and 2.0 metres above the carriageway.

EMERGENCY ACCESS

The site must enable access for fire service vehicles to be within 45 meters from the public highway (As required in accordance with Manual for Streets 6.7.2) A fire Service vehicle hoses must be able to access all parts of a building. The hoses are 45m in length. A fire service vehicle can reverse but only a maximum distance of 20 meters.

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 MANAGEMENT STATEMENT

It is important that a CMS is provided considering the nature of the access road. 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.

The applicant may expect conditions and informatives. Conditions are dependant on the build style and constraints. A sample of Informatives can be seen below

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.

AN) 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.

AN) 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.

CONCLUSION

Should the proposals come forward as a full planning application the Highway Authority would likely approve with informatives and conditions as required'

Signed
Paul Marshall

20 June 2025