



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

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: 24/01251/FP
HCC ref: NH/22198/2024
HCC received: 5 September 2024
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Greenfield Service Station , Baldock Road, Royston, Hertfordshire, SG8 9NN

Application type

Full Application

Proposal

Full Planning Permission : Replace existing canopy, reconfiguration of forecourt pumps to create additional HGV lane and changes to parking arrangements on site.

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:

CONDITIONS

CON1) No development shall commence until a Construction Traffic Management Plan 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 Management Plan / Statement shall include details of:

- a. Access arrangements to the site;
- b. Traffic management requirements
- c. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);

- d. Siting and details of wheel washing facilities;
- e. Cleaning of site entrances, site tracks and the adjacent public highway;
- f. Provision of sufficient on-site parking prior to commencement of construction activities;
- g. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- h. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

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).

CON2) Prior to the commencement of the development hereby permitted a plan should be submitted which shows parking details for cars in accordance with the HCC's Place & Movement Planning Design Guidance (P&MPDG-2023) 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 vehicle 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)

HIGHWAY INFORMATIVE

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 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.

AN2) 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.

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.

COMMENTS

The proposals are for Full Planning Permission: Replace existing canopy, reconfiguration of forecourt pumps to create additional HGV lane and changes to parking arrangements on site. Baldock Road is maintainable by the highway authority and is classified as a Principle 'A' road (A505) and provides a main distributor function in the road hierarchy. The vehicle speeds past this site are limited to 70 mph. There have been no recorded accidents near the site in a rolling 5-year period.

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]
- HCC's Place & Movement Planning Design Guidance (adopted in March 2024)
- DMRB volume 6 section 2 part 7 - td 41/95.

PLANNING HISTORY

The application site no previous planning history.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers:110_01 Rev A, 210_01 Rev A, 210_02 Rev A, 210_03 Rev A, 210_04 Rev A, Ref 210_05 Rev A, 310_01-02 Rev A, and Design & Access Statement.

PARKING

The submitted drawing (Ref 210_02 Rev A) proposes 20 car parking spaces of which 16 are existing. The measurement of each space is 2.4 x 5.0 meters. It appears that parking dimensions are

substandard in the context of HCC's Place & Movement Planning Design Guidance (adopted in March 2024) which recommends parking bays should 5mx 2.5m. (see condition 2)

It is noted when pulling into the services the first parking bay is approx. 5 meters from the edge (dotted line) for “other vehicles”. However, vehicles at the point of entry would be travelling at approx. 10 mph.

ACCESS

The site is accessed from the A505 Baldock Road and is typical of many service stations with an access and egress tapers of approx. 120 meters. There are no proposed changes within the carriageway, the changes are internal and confined within the site boundary.

VISIBILITY

Drawing (Ref 210_02 Rev A) illustrates vehicle-to-vehicle inter-visibility have an acceptable level of visibility and accords with the principles found in DMRB volume 6 section 2 part 7 - td 41/95.

EMERGENCY ACCESS

The nature of the site puts the proposals / access within 45 meters from the public highway (As required in accordance with MfS 6.7.2)

SWEPT PATH ANALYSIS

Drawing (Ref 210_04 Rev A) Rigid Truck (Fuel Purchase Route) and Rigid Truck (Fuel Purchase Route with Delivery Truck), both illustrate vehicles can safely and easily manoeuvre within the site and egress the site in forward gear.

Drawing (Ref 210_05 Rev A) illustrates an Oil Tanker to (Offset Fills Route) can safely and easily manoeuvre within the site and egress the site in forward gear.

Drawing (Ref 210_03 Rev A) illustrates a LWB 4x4 (Fuel Purchase Route) and LWB 4x4 Parking Provision (Circulation) both illustrate vehicles can safely and easily manoeuvre within the site and egress the site in forward gear.

CONSTRUCTION MANAGEMENT PLAN (CMP)

It is important that a CMP is provided considering the site is accessed from a 70mph dual carriageway. The CMP 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 1.

CONCLUSION

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 the LPA be minded to approve the application please note the above conditions and Informatives.

Signed

Paul Marshall

25 September 2024