

District ref: 25/01514/FP (4)

LPA case officer:

Alex Howard

Location:

Whitehorse Service Station Clothall Road Baldock Hertfordshire SG7 6PD

Proposal:

Erection of shop, forecourt canopy, car and jet wash, car and cycle parking, EV vehicle charging points, hard and soft landscaping, and bin stores following demolition of existing buildings.

Highways comments:

In response to the Highway Authority (HA) comments dated 8 March, the applicant has submitted amended site plans (drawing nos. 102 Rev P9 dated 10.03.26 and TS05 dated 11.03.26 - noting that the layout shown on TS05 does not match drawing no. 102) together with a revised Transport Statement (TS) dated March 2026.

The HA has reviewed the material and provides the following comments on how the applicant proposes to address the issues previously raised:

Key Points

Swept-path analysis:

Updated swept-path analysis was required to demonstrate safe and efficient circulation when all bays and pumps are occupied, and to confirm that vehicles would not need to reverse toward or onto the A507. Although the applicant has not provided this information, the submitted large-car tracking and layout indicates that there is sufficient scope within the proposed internal layout for vehicles to exit via alternative internal routing without the need to reverse. This is acknowledged.

Car-wash exit and pedestrian safety:

The HA notes that the applicant has now shown a kerbed build-out bottom lip at the car-wash egress bellmouth. This will assist in directing vehicles out of the site and facilitate the provision of the required pedestrian visibility splay. This is acknowledged.

Access geometry, pedestrian crossings and tanker turning:

Although not provided as a standalone drawing, the TS includes updated fuel-tanker tracking (Figure 4.4, but without drawing number referenced). This illustrates the need for the proposed bellmouth widths; however, to balance this, associated improvements to the pedestrian crossing environment are being proposed as required by the HA, including new dropped kerbs, minor widening and new tactile paving. This is acknowledged.

Stage 1/2 Road Safety Audit:

Still outstanding and required.

Cycle parking:

The cycle parking area is annotated as “4 no. covered bicycle park spaces” and is shown with a green line enclosing the full parking area. To avoid any ambiguity, the deposited plans must clearly state that the shelter provides full-length coverage.

Additional comments:

The previous version of the TS (Jan 26) included tracking that showed vehicles associated with the car-wash route over-running the loading/unloading areas of the associated disabled parking bays (Nos. 9 and 10). Although this issue was not referenced in the HA’s earlier comments and unlike in the previous TS, is not shown in the revised TS, it has now been identified and is of significant concern.

The over-running of loading and unloading areas associated with designated disabled bays is unacceptable, as accessibility standards require access aisles to remain unobstructed for safe wheelchair transfer and manoeuvring; parked vehicle overhangs or vehicle movements must not reduce the clear width of the accessible route. Health and Safety Executive (HSE) guidance further emphasises the need to maintain safe, unobstructed space around bays to avoid vehicle-pedestrian conflict and prevent users from being trapped or struck by manoeuvring vehicles. Equality Act duties require these spaces to remain usable and safe at all times.

The applicant is therefore required to provide updated swept-path analysis and design revisions to fully address and eliminate this conflict.

Recommendation:

While the applicant has addressed some of the issues previously raised however given the above key matters relating to the RSA and over-running of disabled bays, the proposal, in its current form, still does not comply with national policy or local design requirements. The objection will remain in place until satisfactory revised plans and supporting assessments are submitted that fully address the points outlined above.

Senober Khan

7 April 2026