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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: 25/01349/FP
HCC ref: NH/25359/2025
HCC received: 10 June 2025
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Land North Of, Stevenage Road, Titmore Green, Little Wymondley, Hertfordshire

Application type

Full Application

Proposal

Installation and operation of a battery energy storage system (BESS) facility incorporating batteries, transformers, inverters, switchrooms, substation, water tank, other associated infrastructure plus cable ducts, fencing, access track, landscaping and drainage infrastructure

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 recommends that permission be refused for the following reasons:

COMMENTS:

There is currently insufficient information provided with this application for the Highway Authority to make a formal recommendation. In the absence of the necessary details, the Highway Authority must recommend refusal due to concerns regarding highway safety, sustainability, and convenience. The applicant is advised to submit additional information to allow a thorough assessment of the proposal. This should include:

- A Technical Note, Transport Assessment, or Transport Statement addressing the anticipated trip generation associated with the development.
- A Construction Traffic Management Plan (CTMP) that includes a route audit demonstrating that two HGVs can pass each other safely along Stevenage Road, Chanty Lane, and Blackmore End Road. This should be supported by appropriate HGV tracking diagrams.

While the wider route is acceptable in principle, concerns remain regarding the narrow sections of Stevenage Road, Chanty Lane, and Blackmore End Road. These may present challenges for safe vehicle passing, particularly during peak HGV activity. Therefore, tracking diagrams for the entire proposed route should be submitted to demonstrate that HGVs, cars, and cyclists can safely pass each other at the narrowest points.

As previously stated, an audit should be undertaken by the applicant, including regular width measurements along the route and commentary on how two large HGVs can pass during construction. While it is understood that some sections may not allow simultaneous passage, sufficient forward visibility should be demonstrated to show that drivers can safely yield where necessary. All findings should be clearly presented for further assessment by the Highway Authority. In summary, there are significant concerns regarding highway safety and compliance with LTP4 policy. In particular, the safe movement of HGVs onto Stevenage Road and Chanty Lane remains unresolved. As such, the Highway Authority must recommend refusal at this stage. However, we are open to reconsidering the application if the above issues are addressed satisfactorily.

Signed

Shamsul Huda

1 July 2025