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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: 26/00276/FP
HCC ref: NH/28301/2026
HCC received: 8 June 2026
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Land Opposite Silver Ball, London Road, Reed, Hertfordshire, SG8 8BA

Application type

Full Application

Proposal

ADDITIONAL INFORMATION

Full Planning Permission : Erection of 21 Dwellings including creation of two vehicular access roads and off-site highway improvements, provision of play area, landscaping and associated 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:

Dear Henry,

Thank you for consulting the amended application relating to the above proposal.

The application seeks planning permission for the construction of 21 residential dwellings, including the creation of two new vehicular access points onto Blacksmith Lane. The Highway Authority has reviewed the submitted additional documentation, including the Transport Statement (TS), Proposed Site Plan [Ref: PL (90) 01], and the Pedestrian Access and Swept Path Analysis Plan (Ref: 406.V558297.0001).

Having carefully considered the information provided, the Highway Authority is unable to support the application in its current form. This is due to insufficient supporting evidence, unresolved highway safety concerns, and non-compliance with current design standards and policy requirements.

In the absence of the necessary information—and given the number of outstanding matters with potential implications for highway safety and the efficient operation of the network—the Highway Authority must recommend refusal at this stage. However, we remain willing to reconsider the proposal should the issues outlined below be satisfactorily addressed.

HIGHWAY IMPACTS & OUTSTANDING MATTERS

1. Vehicular Access Design

The proposed access arrangements have been designed in accordance with the superseded Roads in Hertfordshire: Highway Design Guide (3rd Edition). However, as of 2024, Hertfordshire County Council has formally adopted the Place and Movement Planning Design Guide (P&MPDG, 2024) as the governing design standard.

In accordance with LTP4 objectives to promote safer, more sustainable transport networks, all highway infrastructure must reflect current best practice and policy requirements.

The proposed access points and internal layout must therefore be redesigned to comply fully with P&MPDG (2024), including (but not limited to):

Access radii (between 4m and 6m) compliant with current standards, supported by appropriate vehicle tracking analysis

Minimum carriageway width of 5.5 metres

Provision of footways with a minimum width of 2.0 metres on both sides, where appropriate

Visibility in accordance with 30mph speed limit

2. Stage1 Road Safety Audit (RSA)

A Stage 1 Road Safety Audit has not been submitted.

In line with NPPF Paragraph 115, which requires development to prioritise highway safety and minimise conflict between highway users, the applicant must provide:

- Stage 1 RSA

Designer's Response addressing all identified issues

This audit must accompany any revised access proposals.

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. Pedestrian Connectivity (Footway Link)

Paragraph 4.3 of the Transport Statement proposes a pedestrian route within the site boundary behind the existing hedge, citing concerns regarding visual impact and hedgerow loss.

While the submitted drawing (Ref: 406.V558297.0001) aligns partially with Policy LTP4 principles encouraging active travel, the proposed arrangement is not acceptable for the following reasons:

- The route does not follow established pedestrian desire lines
- It would remain private and would not serve the wider public
- It fails to provide meaningful integration with the surrounding pedestrian network

The Highway Authority requires the provision of a dedicated public footway along Blacksmith Lane, linking existing routes between London Road and Willow Close.

Furthermore, given that significant sections of the existing hedgerow will need to be removed to accommodate visibility splays and access points, insufficient justification has been provided as to why a compliant footway cannot also be delivered.

This position aligns with the following policies:

- LTP4, which promotes accessibility and modal shift towards walking and cycling
- NPPF Paragraphs 114 and 116, which emphasise the need for safe, attractive, and convenient pedestrian infrastructure

4. Relocation of ROW (Reed FP-003)

No detailed proposals have been provided regarding the treatment of the existing Public Right of Way (Reed FP-003).

A robust and deliverable strategy is required to either:

- Retain, integrate, and protect the existing route within the development; or
- Provide a legally compliant diversion

5. Construction Traffic Management Plan (CTMP)

No Construction Traffic Management Plan has been submitted.

A comprehensive CTMP is required prior to the commencement of development and must include:

Construction vehicle routing strategy

On-site parking and loading arrangements

Delivery scheduling and management

Safety mitigation measures for all road users

Consideration of cumulative impacts with nearby construction activity

Compliance with CLOCS (Construction Logistics and Community Safety) standards

6. Sustainable Transport Contributions

The application does not include any contribution toward sustainable transport infrastructure. In accordance with LTP4 objectives and NPPF Paragraph 116, which support developments contributing to sustainable transport improvements, the Highway Authority requires a financial contribution toward identified schemes within the Hertfordshire County Council and North Hertfordshire District Council LCWIP (Local Cycling and Walking Infrastructure Plan) for Royston.

Relevant measures include:

- Signalised pedestrian and cycle crossings along the A10 corridor
- Junction improvements
- Footway and active travel enhancements improving access to key destinations, including Royston High Street and local healthcare facilities

The required contribution is calculated as follows:

- £9,681 per dwelling × 21 dwellings = £203,301
- Index linked to the SPONS Index from March 2024

In summary, the Highway Authority considers that:

- The proposed access design is substandard and not in accordance with P&MPDG (2024) Pedestrian provision is inadequate and fails to meet accessibility and connectivity requirements
- The development does not comply with the objectives of Hertfordshire's LTP4 or the NPPF (2024)

Accordingly, the Highway Authority recommends refusal of the application due to inadequate supporting information and unresolved highway safety concerns.

Notwithstanding the above, the Authority remains open to further engagement and would welcome the opportunity to review a revised submission that addresses the issues identified. We would be pleased to discuss these matters further via a meeting, either in person or online.

Signed

Shamsul Huda

1 July 2026