
FW: Note of Highway Pre-Application meeting with HCC Re Greenbanks, London Road, St Ippolyts

1 message

George Beevor-Reid <G.Beevor-Reid@woodshardwick.com>
To: Gavin Nelson <gavin@bonnelhomes.co.uk>

Tue, Nov 18, 2025 at 8:32 AM

Hi Gavin,

See below from Shamsul. His response is a bit confusing, however if you scroll down you will see he has changed his red response in the original email under the contributions section to say 'not located in a sustainable location' and uses it for justification for a contribution.

Regards,
For & on behalf of Woods
Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT
Director

DDI: 5040
M: 07585 790089

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VAT Number: 479305421GB

From: Shamsul Huda <shamsul.huda@hertfordshire.gov.uk>
Sent: Friday, November 14, 2025 2:28 PM
To: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
Subject: FW: Note of Highway Pre-Application meeting with HCC Re Greenbanks, London Road, St Ippolyts

Hi George,

I am really sorry for miss typing. I meant to wright “ **sustainable location and therefore the highways will seek upgrade the bus stops by providing a shelter and Kassel kerb .Please see the guidance for contributions”** Please find the full documents link [here](#).

Regards

Shamsul Huda

From: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
Sent: 14 November 2025 14:14
To: Shamsul Huda <shamsul.huda@hertfordshire.gov.uk>; Gavin Nelson <gavin@bonnelhomes.co.uk>
Subject: RE: Note of Highway Pre-Application meeting with HCC Re Greenbanks, London Road, St Ippolyts

Hi Shamsul,

Thank you for the prompt response.

Please could we just clarify one point. Under the final point of the access section, you indicate that the site is not a sustainable location, however, under the contribution section you comment that ‘as the site is within a sustainable location...’. Can we agree that the site is well located in terms of sustainable travel connections?

Thank you for providing the link to the Trasport Contributions, please could you just confirm which document the document is an Appendix of? Thank you.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT

Director

DDI: 5040

M: 07585 790089

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From: Shamsul Huda <shamsul.huda@hertfordshire.gov.uk>
Sent: Friday, November 14, 2025 10:23 AM
To: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>; Gavin Nelson <gavin@bonnelhomes.co.uk>
Subject: RE: Note of Highway Pre-Application meeting with HCC Re Greenbanks, London Road, St Ippolyts

Hi George,

Good morning and thank you for sending over the site visit notes. Please see my comments in red. Please do not hesitate contact me if you need further clarity.

Regards



Shamsul Huda

Senior DM Officer | Highways | Growth & Environment | Hertfordshire County Council

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E: shamsul.huda@hertfordshire.gov.uk



From: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>

Sent: 13 November 2025 12:24

To: Shamsul Huda <shamsul.huda@hertfordshire.gov.uk>; Gavin Nelson <gavin@bonnelhomes.co.uk>

Subject: Note of Highway Pre-Application meeting with HCC Re Greenbanks, London Road, St Ippolyts

Hi Shamsul,

It was good to meet you earlier in the week and thank you again for the advice provided.

As agreed, I have set out below the key points that we discussed. If you could confirm that the below accurately reflects our discussions it would be very much appreciate. We will then incorporate the necessary details within a Technical Note to support the planning application.

Access

- The proposed access arrangement is to close the existing access and replace it with a new access located approximately 15m to the south. As shown on attached drawing number 95600-GBAN-5-100. **Agreed**
- Visibility splays of 2.4m x 215m can be achieved from the proposed location in accordance with the guidance set out in DMRB for a 60mph road. This represents betterment compared to the existing access. **Acceptable**
- It was requested and agreed that the existing vegetation adjacent to the proposed access location would be scraped out and removed. **Up to the full frontage of the application site**
- The access would take the form of a vehicular cross-over with 45 degree splays, subject to tracking. **Maximum six dropped kerbs (4 flats and 2 transition kerbs equities to 5.4m)**
- While the scheme is not reliant on the reduction of the existing speed limit it was confirmed that if an extension of the 40mph limit to a location south of the site was to be proposed it would require approval from the council's Speed Management Committee. This would need to be supported by an ATC Speed Survey. **Please do submit an application for changing speed limit from 60 to 40mph. I have attached the application form. I would present the application to Speed Management Group for their consideration**
- While the current proposal is for 3 dwellings it was noted that the access proposed could potentially serve additional dwellings given the negligible increase in vehicular movements. **-Acceptable**
- It was agreed that the site lies in a sustainable location given the presence of bus stops for both directions of travel and a continuous footway to the north and south. **Not acceptable. The application site lacks from key services such as local shops , doctor surgery and schools etc**

Parking and Servicing

- Parking would be provided in accordance with NHDC's September 2011 Guidance. The proposal is for 1 x 3-bed and 2 x 4-bed properties which would require a total of 6 allocated parking bays and 1 additional visitor bay. A swept path analysis will be undertaken to confirm that all spaces can be used

while ensuring that vehicles access and exit the site in a forward gear. [Please do provide cycles parking/ storage within application site](#)

- A swept path will also be undertaken to confirm that a supermarket delivery type vehicle can access and turn within the site. [Acceptable](#)
- Refuse collection would be in line with the existing arrangement whereby the refuse vehicle stops on the adopted highway while the crew empties the bins. A bin collection point will be located within the site at the back of the footway. The location would be within an acceptable drag distance for the residents and would not represent a material change for the collection team as they would be collecting from the same single location. [acceptable in principle](#)

Contribution

- A contribution based upon HCC's per unit levy for sustainable travel was requested. Confirmation of the policy and that it applies to developments of the scale proposed was requested. -[as the site is not located within sustainable location and therefore the highways will seek upgrade the bus stops by providing a shelter and Kassel kerb](#) .[Please see the guidance for contributions here](#)

Note: The contents of this response are an informal officer's opinion and should not be taken as a formal response to a planning application. It may not reflect the contents of any formal reply made by the Highway Authority (Hertfordshire County Council) in response to an official consultation from the Local Planning Authority (North Hertfordshire District Council) on a planning application for a similar proposal.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT

Director

DDI: 5040

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