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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: 25/02401/OP
HCC ref: NH/26716/2025
HCC received: 9 January 2026
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Land South Of Turnpike Lane, Ickleford, Hertfordshire,

Application type

Outline

Proposal

ADDITIONAL INFORMATION

Outline Application : Erection of up to 100 dwellings with means of access from Turnpike Lane including associated landscaping, drainage, car parking; infrastructure and all ancillary and enabling works following demolition of all existing structures (all matters reserved except means of access)

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 completion of a section 106 Agreement between the applicant, North Herts District Council, and Hertfordshire County Council to secure the following:

A) A financial contributions of £968,100.00, index linked by SPONS from March 2024, to be pooled towards for the following schemes:

North Central GTP schemes:

- i. SM95, Package 14 of the North Central GTP (P86); Cycle Routes to Henlow Camp and Stotfold. NHDC's LICWIP Schemes
- ii. Walking and Cycling improvements to the Turnpike Lane junction/roundabout (one of the highest priorities identified in the Ickleford Neighbourhood Plan)
- iii. Walking / cycling connections from Ickleford to North Hitchin (A600)

B) Travel Plan(Ref-2025/8550/TP02):

- i) An approved Travel Plan at least 3 months before first occupation, consisting of a written agreement with the County Council which sets out a scheme to encourage, regulate, and promote sustainable travel measures for owners, occupiers, and visitors to the Development in accordance with the provisions of the County Council's Travel Plan Guidance (March 2020) or any subsequent replacement guidance.
- ii) The Travel Plan is subject to an 'Evaluation and Support Contribution' totalling £6,000 (index linked by RPI from March 2014), payable before first occupation of the development. This contribution is to cover the County Council's costs of administering and monitoring the objectives of the Travel Plan and engaging in any Travel Plan Review. The applicant's attention is drawn to Hertfordshire County Council's guidance on Travel Plans in this respect.
- iii) A Travel Plan Remedial Measures Notice clause within the Legal Agreement, enabling the County Council to serve notice in writing on the Owner via the Travel Plan Co-ordinator where the Owner has failed to meet one or more of the targets identified in the Travel Plan, and specifying the remedial measures and/or actions required to be taken by the Owner to remedy the failed implementation towards the agreed targets with a reasonable time provision.

C) Car Club:

Prior to the first occupation of the development hereby permitted a Car Club Bay should be provided in a suitable location with the development site and such bay shall always thereafter be maintained. Also, valid evidence of such arrangement with Enterprise shall be provided and approved by LPA with respect of providing an enterprise car club vehicle on the site.

Reason: Reduce the level of car ownerships on site/ LTP4 Policy

CONDITIONS:

Access:

1.Vehicular Accesses and Pedestrian Crossing

Before commencement of the development, additional plans must be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which show the detailed engineering designs and construction of the main site access off Turnpike Lane including safe movement of refuse vehicles, footways, pedestrian crossing with refuge island (in compliance with the road safety audit report) and visibility onto Turnpike Lane as indicated on the drawings (Ref: IMI-RGP-XX-XX-DR-T-005, Rev P04). These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction and completed before first occupation of the development via a s278 agreement with the highways.

Reason: To ensure residents and visitors of the development have the realistic option of travelling by local bus routes, and not a reliance on the private motorcar, in accordance with paragraphs 115 – 117 of the NPPF (December 2024).

Wider Highway Works:

2.Provision of Tactile /Junction Improvements:

Before commencement of the development, plans must be submitted to and approved in writing by the Local Planning Authority, in consultation with the highways, which show the provision of providing of tactile crossing at the junction of Turnpike Lane/ Greenfield Avenue and at the junction of Turnpike Lane/Bedford Road. These works shall be implemented to the specification of the Highways and Local Planning Authority's satisfaction before first occupation.

Reason: In the interests of right of way users, and compliance with LTP4.

Construction:

3.Construction Traffic management Plan (CTMP):

No development shall commence until a detailed Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority in consultation with the

highways. Thereafter, the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing.
- b. Access arrangements to the site.
- c. Measure to minimise dust, noise machinery and traffic noise impacts during construction.
- d. Screening and hoarding details to protect neighbouring residents.
- e. Traffic management requirements, including the location of routes and from the site, details of their signing monitoring and enforcement measures.
- f. Construction and storage compounds (including areas designated for car parking, loading /unloading and turning areas);
- g. Siting and details of wheel washing facilities.
- h. Cleaning of site entrances, site tracks and the adjacent public highway including end of day tidying procedures to ensure protection of the site out the hours of construction. The construction activities shall be designed and undertake in accordance with the code of best practice set out in BS 5228 1997 and the agreed details unless otherwise agreed in writing by the LPA and Highways.
- i. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.
- j. Provision of sufficient on-site parking prior to commencement of construction activities.
- k. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.
- l. 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).

Internal

4Parking/Internal roads / Truing areas:

The detailed plans should be submitted in connection with approval of reserved matters application which shall show to the satisfaction of the Local Planning Authority:

- Details of indicative pedestrian access point as proposed (In para 4.1 of Transport Addendum) to Bedford Road near newly built signalised junction and the Ickleford Mill site
- A robust audit for walking and cycling to key services such as local stores, schools GPs etc should be submitted to assess an accessibility audit that details the challenges and opportunities for improving provision for active travel to these places on a map showing isodistance contours based on available routes.
- The details of all hardsurfaced areas within the site. This includes, but is not limited to, all roads, footways, forecourts, driveways, parking and turning areas, and foul and surface water drainage.
- The level of footway and carriageway visibility from each individual vehicle access, and the level of visibility from and around each main junction within the site, within which there shall be no obstruction to visibility between 600mm and 2 m above the carriageway level.
- That service vehicles, including refuse and emergency vehicles, can safely and conveniently access and route through the site, to include the provision of sufficient turning and operating areas.
- The provision of sufficient facilities for cycle storage.

All these features shall be provided before first occupation and maintained in perpetuity.

Reason: To provide adequate visibility for drivers within the site, to promote alternative modes of travel, and for the overall free and safe flow of all site users

INFORMATIVE

AN) 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.

AN) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

AN) New or amended vehicle crossover access (section 184): Where works are required within the public highway to facilitate a new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

AN) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN) Roads to remain private: The applicant is advised that all new roads* / the access routes marked on the submitted plans * / the access routes [describe*] [*delete as appropriate] associated with this development will remain unadopted (and shall not be maintained at public expense by the highway authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.

AN) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the

wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN) Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> OR by emailing travelplans@hertfordshire.gov.uk

COMMENTS:

1.INTRODUCTION:

This is an outline permission for erection of up to 100 residential dwellings (Use Class C3), with all matters reserved except access arrangement. The Transport Assessment (2025/8550/TA01, August 2025) does not confirm the housing mix. However, a Transport Addendum has been submitted as an additional supporting documents following highway response on 12.11.2025. The additional supporting has addressed all issues satisfactorily.

2.SITE DESCRIPTION:

The application site that is not allocated within the adopted North Herts District Council's Local Plan (2011 –2031). The application site is located along Turnpike Lane which is an unnumbered classified road type -C and provides secondary distributor access services to the road hierarchy. Speed limit is restricted on this road is 30 mph.

3.POLICY REVIEW:

The key documents used to assess the application are

- National Planning Policy Framework (NPPF-Dec 2024).
- HCC's Place & Movement Planning Design Guidance adopted in March 2024
- Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May2018]
- Manual For Street (MfS1 2007)
- North Herts Local Planning policy [2011-2031]
- North Hert's LCWIPs

4. HIGHWAY IMPACTS:

4.1. Vehicular Access:

Currently, the site is accessed via Ickleford Manor, which is a private road and not maintained by HCC Highways. Paragraph 5.2.1 of the Transport Assessment addresses the proposed site access arrangements. It is proposed to create a new vehicular access from Turnpike Lane as the main access to the development. This access has been designed in accordance with Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted March 2024) and is shown on drawing reference IMI-RGP-XX-XX-DR-T-005, Rev P04.

A Stage 1 Road Safety Audit (Ref: SB-MG-25-4838-RSA1) has been undertaken for the proposed access arrangement, including the right-turn facility, footways, and pedestrian crossing. The audit concludes that vehicles can safely undertake all expected manoeuvres without striking kerbs or overrunning adjacent footway or verge areas.

On this basis, the Highway Authority is satisfied in principle with the proposed access arrangement. However, Condition 1 is recommended to ensure that the issue identified in the RSA is fully addressed and secured through a Section 278 agreement.

Paragraph 5.2.4 states that no secondary access is required. However, the applicant is advised to retain the existing access point via the private road, which should be considered as a secondary or emergency access—unless the Fire & Safety Authority explicitly agrees that no secondary access is necessary.

4.2 Swept Path Analysis

A swept path analysis is provided on drawing IMI-RGP-XX-XX-DR-T-005, Rev P04, which demonstrates that a 12.1-metre Refuse Collection Vehicle (RCV) can enter and exit the site in forward gear. However, the accompanying Stage 1 Road Safety Audit (RSA) recommends that vehicles should be able to complete all required manoeuvres without striking kerbs or overrunning adjacent footway or verge areas.

The Highway Authority is of view that these matters can be appropriately addressed through further design refinement and secured prior to implementation by means of a Section 278 agreement.

4.3 Visibility:

The proposed level of visibility splays as shown on the drawing (Ref: IMI-RGP-XX-XX-DR-T-005, Rev P04) is acceptable in accordance with the current highway standards and should be secured via condition 1.

4.4 Car and Cycle Parking:

Chapter 7 of the Transport Assessment (TA) confirms that an appropriate level of car and cycle parking will be provided within the development site at the Reserved Matters stage. The applicant is advised to submit detailed designs for all parking areas in accordance with Hertfordshire County Council's Parking and Management Policy Design Guide (P&MPDG) at that later stage.

Accordingly, Condition 4 is recommended to ensure that all car parking spaces are fully provided in line with these requirements.

4.5 TRICS Data: Trip Generation-

The applicant has undertaken a TRICS assessment to determine the likely level of trip generation resulting from the proposed development. The Transport Assessment (TA) summarises the anticipated trip generation in paragraph 4.2.2 (Figure 5). The assessment indicates that the development is expected to generate a total of 74 two-way trips in the AM peak and 67 two-way trips in the PM peak. This includes 47 car trips during both the AM and PM peak hours.

The Highway Authority is satisfied with the submitted TRICS assessment and considers that the predicted trip generation would not result in any significant impact on the surrounding local highway network.

4.6 Junction Capacity Analysis

Chapter 6 of the submitted Transport Assessment (TA) provides details of the trip distribution methodology and the capacity assessments undertaken at the nearest junctions. The following junctions were assessed to determine the potential traffic impacts associated with the proposed development:

- Bedford Road / Turnpike Lane / Westmill Lane Roundabout (AM & PM peak)
- Arlesey Road / Turnpike Lane Roundabout (AM & PM peak)

The assessment indicates that the Turnpike Lane / Arlesey Road roundabout is expected to operate within or close to capacity during both the AM and PM peak periods. Based on the submitted modelling, the Highway Authority considers that the development would not result in any material impact on the operation of this junction or lead to unacceptable levels of congestion.

5 HIGHWAY ADOPTION:

The Concept Masterplan -01 shows all internal and main spine roads. The applicant is advised that it is no longer common practice for the County Council as Highway Authority to enter into an agreement under Section 38 of the Highways Act 1980 to adopt all estate roads as highways maintainable at public expense, especially those that have no wider benefit to the public. In this respect, it is becoming increasingly common that developers operate a management company to administer and maintain common areas not taken over by public bodies. This approach has been adopted in other parts of the county and is usually secured by planning condition and/or obligation.

6 SUSTAINABLE TRAVEL:

The submitted documents have not talked about improvement of nearby sustainable travel infrastructure to minimise the highway impacts and ease of active travels associated with the development. Nonetheless, the context of sustainable travel infrastructure improvement was highlighted during pre-application discussion.

Therefore, the highway considered that it would not be unreasonable to secure the following offsite highway works and contributions for sustainable travel improvement via s278 and s106 agreement respectively.

6.1 Strand1: Offsite highway works via s278 Agreement:

i. Pedestrian Crossing: The proposed uncontrolled pedestrian's crossing onto Turnpike Lane as shown on the drawing (Ref: IMI-RGP-XX-XX-DR-T-005, Rev P04) will seem to be acceptable in principle and will need to be delivered via s278 agreement as discussed in the condition 1.

ii. Provision of Tractile Paving:

The junctions at Greenfield Avenue/Turnpike Lane and Bedford Road/Turnpike Lane currently lack tactile paving provision. Therefore, the Highway Authority recommends that these junctions should be upgraded by providing tactile paving to support active travel and improve accessibility in and around the application site. These works are expected to deliver via s278 agreement as a strand1 contributions as discussed in the recommend condition 2.

6.2 Strand2 (via s106) contribution towards sustainable transport travel infrastructures:

Contributions towards sustainable transport improvements: It is Hertfordshire County Councils policy to seek a planning obligation in respect of Sustainable Transport including for all developments. The revised NPPF -Dec 2024 promotes accessibility by sustainable means including bus, cycling, and walking, and the provisions of S106 of the Town and Country Planning Act-1990 allows that planning obligations, governed by the guidance within CIL Regulations may be used to mitigate the impact of development.

On 22 June 2021, the HCC has adopted the revised new toolkits to seek planning obligations towards sustainable transports. Full details on HCC's policy towards planning obligations may be found at the following web address;

<http://www.hertsdirect.org/infobase/docs/pdfstore/planobsjan8.pdf>

Based on the above, the county council will actively seek planning obligations which will improve sustainable transport facilities and services for passenger transport users who are using the development and generally for those users in the surrounding area

The applicant needs to agree a financial contribution of ££968,100.00 [(100x £ 9681)] index linked by SPONS from March 2024, to be pooled towards for the following schemes:

North Central GTP schemes:

i.SM95, Package 14 of the North Central GTP (P86); Cycle Routes to Henlow Camp and Stotfold. NHDC's LICWIP Schemes

ii.Walking and Cycling improvements to the Turnpike Lane junction/roundabout (one of the highest priorities identified in the Ickleford Neighbourhood Plan)

iii.Walking / cycling connections from Ickleford to North Hitchin (A600)

7TRAVEL PLAN:

As a part of the application, a residential Travel Plan (Ref- 2025/8550/TP02) is submitted. This has been reviewed by the HCC's Active & Safer Travel Team and found that the TP failed to provide some important information in red and amber category which are required to address. Therefore, the applicant is advised to submit a revised TP for its approval which will be secured via a s106 agreement as discussed in the beginning of this report including a monitoring fees.

- A Travel Plan Coordinator (TPC) must be appointed to implement the Travel plan – provide TPC duties, estimated time commitment and a secondary contact

- Clear objectives and aims for the travel plan

- Include a statement of senior commitment to implementing the travel plan

- A 10% reduction in car use is what HCC would expect

- Travel surveys/questionnaires should take place annually with a monitoring report submitted to Hertfordshire County Council, not North Hertfordshire District Council

8Construction Traffic Management Plan (CTMP):

The purpose of the Construction Traffic Management Plan (CTMP) is to help developers to minimise construction impacts and relates to all construction activity both on and offsite that impacts on the wider environment. Therefore, the applicant is advised to submit a robust construction traffic management plan before commencement of the development. The completed and signed CTMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of details is listed in the above condition. Also, this CTMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (CLOCS) Standard

Accordingly, condition 3 is recommended to make sure that a CTMP is submitted before commencement of the development and sufficient onsite parking are provided for construction workers.

9.Car Club:

A car club bay is required within the development site to ensure alignment with Hertfordshire County Council's LTP4 policy, which places strong emphasis on reducing private car dependency, improving air quality, and promoting sustainable travel behaviours. LTP4 acknowledges that the county's growing population cannot be supported by continued reliance on private car use and highlights the need for a significant behavioural shift towards walking, cycling, and public transport in order to avoid increasing congestion and environmental impacts. In accordance with these objectives, the applicant is therefore advised to provide full details of the proposed car club arrangements as part of the development. Valid evidence of a formal agreement with Enterprise for the provision of an on-site car club vehicle must be submitted and approved by the Local Planning Authority.

This requirement can be appropriately secured through a Section 106 obligation associated with any future Planning Approval

10.CONCLUSION:

In summary, based on the submitted documents and subject to agree the contributions (strand-2 via s106) and offsite highway works (as strand-1) for sustainable travel infrastructure improvement as mentioned in the report, the Highway Authority considers that the proposed would not have significant impacts on the highway networks which is contrary to the para 116 of the NPPF, Dec-2024. Therefore, the Highway Authority presents no objection to the development proposal subject to the aforesaid conditions and highway informative.

Signed

Shamsul Huda

17 February 2026