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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: 25/03234/FP
HCC ref: NH/28616/2026
HCC received: 25 June 2026
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Land East Of Bedford Road And North Of The Priory School, Hitchin, Hertfordshire,

Application type

Full Application

Proposal

AMENDED PROPOSAL

Full Planning Permission : Creation of 50 no. one, two, three and four bedroom houses and apartments plus associated landscaping, open space, roads, drainage and other 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 does not wish to restrict the grant of permission subject to the following conditions:

Highway Comments:

The Planning permission will be granted subject to the completion of a section 106 Agreement between the applicant, North Herts District Council, and Hertfordshire County Council to secure the following:

1. Financial contributions of £,484,050.00, index linked by SPONS from March 2024, to be pooled towards for the following schemes:

A. North Central GTP schemes: SM53 and PR54, Package 9 of the North Central GTP (To unlock the potential for active trips with high quality improvements to pedestrian and cycling infrastructure from Hitchin Westmill and Bearton areas to the town centre).

- Scheme SM53- Cycle Route: On-carriageway cycle route along Bedford Road between the town centre and northern Hitchin, serving local schools. Improve road surfaces and

street lighting on adjacent roads to provide safer access onto the Bedford Road cycle route and increase sustainable journeys

- Scheme PR54- (Bedford Road Pedestrian Crossings) : Pedestrian crossings on Bedford Road at Redhill Road/Bearton Road, at bus stops and Westmill Lane

B.NHDC's LICWIP Schemes:

- NH14 Bedford Road (Hitchin): Walking and Cycling along Bedford Road including traffic calming, segregated cycleway, junction improvements etc

2.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:

1.Vehicular Accesses, Visibility and Offsite Highways Works

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 Bedford Road including visibilities, 3m wide footways, all pedestrians crossing relocation bus stops, Kessel kerb and provision of tactile crossing at several junctions (in compliance with the road safety audit report) along Bedford Road as indicated on the drawings (Ref: 250797-RAP-XX-XX-DR-TP-3200, P02). 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).

2.Provision of cycle & car parking and turning areas:

Prior to the first occupation of the development hereby permitted all onsite car and cycle parking, servicing and turning area as indicated on the drawing (Ref-AC001-PI-04, Rev-E) shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

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).

Highway 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) 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>

COMMENTS:

This application seeks planning permission for 50 dwellings and represents a revised proposal following the previously considered application 22/03040/FP, which proposed 53 dwellings. Following the Highway Authority's consultation response dated 14 April 2026, the applicant submitted revised drawings and further technical information, including amendments to the site access arrangements.

Access And Offsite Works:

The Highway Authority is satisfied that the proposed access arrangements and associated off-site highway improvements, including 3-metre-wide footways, bus stop relocations and pedestrian connectivity enhancements shown on Drawing (Ref. 250797-RAP-XX-XX-DR-TP-3200 Rev P02) are acceptable.

A Stage 1 Road Safety Audit has been undertaken, and the Highway Authority is satisfied with both the audit findings and the designer's responses. Delivery of the access works and associated highway improvements will be secured through a Section 278 Agreement.

North Bound Stop Relocation:

It is proposed that the existing northbound bus stop will be relocated further north. However, the proposed Access Arrangement and Visibility Assessment drawing (Ref. 250797-RAP-XX-XX-DR-TP-3200, Rev. P02) indicates, through the drawing annotations, that the bus stop is to be relocated between Burford Way and Carling Place, with the existing footway widened to the kerbline.

This appears to be inconsistent with the stated proposal. Should the relocated northbound bus stop be positioned further north, beyond Burford Way, rather than between Burford Way and Carling Place? Please clarify the intended location and amend the drawing/documentation accordingly for the purposes of the Section 278 application.

Missing Tactile:

In addition, it is noted that the provision of tactile paving is missing on the northern side of the Burford Way junction. The applicant is advised to revise and resubmit the drawing to show the missing tactile paving arrangements, as appropriate, to ensure compliance and facilitate assessment of the Section 278 application.

Sustainable Travel Contributions:

While the submitted documents provide limited detail regarding wider improvements to local sustainable transport infrastructure, the need for such upgrades was identified during pre-application discussions.

In accordance with Hertfordshire County Council's Planning Obligations Guidance and the objectives of the NPPF (December 2024), it is considered reasonable and necessary to secure a sustainable transport contribution of £484,050.00 (50x £9681), index-linked from March 2024, towards the identified walking and cycling infrastructure schemes as mentioned at the top.

These measures will help mitigate the impact of the development, improve accessibility by sustainable modes, and support wider transport objectives within the area.

Car Club:

In the absence of a Travel Plan, the provision of an on-site Car Club facility is considered appropriate and consistent with the objectives of LTP4, which seeks to reduce reliance on private vehicles and promote sustainable travel choices. This requirement is recommended to be secured through a Section 106 Agreement

Construction 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.

Conclusion:

The Highway Authority considers that the development would not result in a severe impact on the highway network, having regard to Paragraph 116 of the NPPF (December 2024). Accordingly, the Highway Authority raises no objection to the proposed development and recommends approval subject to the obligations, conditions and informative outlined above.

Signed

Shamsul Huda

16 July 2026