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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: 25/00886/FP
HCC ref: NH/25664/2025
HCC received: 9 July 2025
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Reed House, Jacksons Lane, Reed, Royston, SG8 8AB

Application type

Full Application

Proposal

Full Planning Permission : Erection of 14 dwellings 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:

The proposed development as indicated on the Master Site Location Plan (Ref-S1017 - PL01.P1) will not be acceptable. Objection for the following reasons

- 1.The application has failed to demonstrate how the proposed development will comply with the policies contained in the current Local Transport Plan (LTP4) and National Planning Policy Framework (NPPF-2024).
- 2.The proposal failed to address how pedestrians/cyclists will travel from site to key services via Jackson's Lane and The Joint
- 3.No surface level pedestrian's crossing on Jackson's Lane is proposed
- 4.No improvement to the existing bus stop on Brickyard Lane is offered
- 5.No Delivery and Service plan is provided.
- 6.No construction traffic management is provided
- 7.Substandard access arrangement as shown on the drawing (Ref-S1017 - PL25.P2)

No measures are proposed to improve the above, and the application is therefore contrary to

i) Paragraph 115 of the NPPF-2024 which states that a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, b) safe and suitable access to the site can be achieved for all users.

ii) Paragraph 117 of NPPF which states that " a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchments area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

iii) the LTP4 Policy 1 which states that: the county council will in the design of any scheme and development of any transport strategy consider in the following order: opportunities to reduce travel demand and the need to travel, vulnerable road user needs (such as pedestrians and cyclists), passenger transport user needs, powered two-wheeler (mopeds and motorbikes) user needs and other motor vehicle user needs,

iv) Policy 5 which states: The county council will to work with development promoters and the district and borough councils to: a) Ensure the location and design of proposals reflect the LTP4 Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand. b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards,

v) Policy 7 which states that: The county council will seek to encourage and promote walking by: a) Implementing measures to increase the priority of pedestrians relative to motor vehicles and

vi) Policy 8 which states: The county council aims to deliver a step change in cycling, through: b) Implementing measures to increase the priority of cyclists relative to motor vehicles. e) Facilitating provision of secure cycle parking.

COMMENTS:

This full planning application proposes the development of 14 residential dwellings. The application site is not allocated within the North Hertfordshire Local Plan.

The site is bounded by two roads: The Joint to the south and Jackson's Lane to the north. Vehicular access is proposed from The Joint, which is an unnumbered classified road (Type C). The road has a speed limit of 60mph and is designated as a Rural Lane (P1/M1) in Hertfordshire County Council's Place & Movement Planning Design Guide (P&MPDG, March 2024).

Policy Review:

Key policy documents used to assess the application are

- National Planning Policy Framework dated (2024)
- National Planning Practice Guidance. (2014)
- Hertfordshire Local Transport Plan 2011-2031
- HCC's Place & Movement Planning Design Guidance adopted in March 2024
- NHDC Local Plan 2011-2031

Accessibility:

Surface Level Pedes/Cyclist Crossing: The applicant failed to address how pedestrians and cyclists will travel to the nearest key services (School /Shops/Bus stop) via Jackson's Lane and The Joint which are lacking from appropriate footways and surface level formal crossings. Pedestrian access to and from the development site should be considered along Jackson's Lane and The Joint.

Improvement of existing bus stops: There is an existing bus stop located within approximately 400 metres walking distance of the site, situated along Brickyard Lane. This bus stop currently serves an infrequent bus service, unmarked and lack of essential infrastructure. Given their proximity to the

site, it is anticipated that these will be the primary stops used by future residents of the proposed development. To support sustainable travel and improve accessibility, the Highway Authority requires this bus stop to be upgraded to include:

- Bus shelters,
- Kassel kerbs for level boarding, and
- Real-Time Information (RTI) screens for passengers.

Vehicular Access:

The access arrangement as shown on the drawing (Ref-S1017 - PL25.P2) is far from ideal due to its larger radii (10.5m). The applicant is advised to resubmit the revised access arrangement, proposing a priority junction (T-junction), in accordance with Hertfordshire County Council's Place and Movement Planning Design Guidance (P&MPDG), March 2024. The guidance (Part 3, Chapter 2, Paragraph 7 and Chapter 9) states that a simple T-junction is acceptable, with a bell-mouth kerb radius of 4 metres (maximum 6 metres) where a crossover is deemed unsuitable.

Furthermore, the proposed access point must be vehicle-tracked to demonstrate that it can accommodate standard refuse collection vehicles, which are 12.2 metres in length.

Delivery and Service Plan:

The Design and Access Statement (DAS) has failed to provide a robust Delivery and Service Plan for the proposed development. The Highway Authority considers that now and then, the new development will require deliveries and service dropped off such as supermarkets vans and white delivery vans. So, a robust delivery and service plan for the development is required to submit.

Construction Traffic Management Plan:

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 off site that impacts on the wider environment. 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. Also, this CTMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (CLOCS) Standard. Therefore, the applicant is advised to prepare a robust construction traffic management plan which need to submit before commencement of the development. A condition will recommend securing such CTMP before commencement of the development.

Conclusion:

In summary, the current planning application raises several significant highway concerns. The proposed layout appears to prioritise the needs of private motor vehicle users, with pedestrian and cyclist infrastructure treated as secondary considerations. This approach is inconsistent with current national and local planning policy.

Paragraphs 115–117 of the National Planning Policy Framework (NPPF, 2024) clearly establish a user hierarchy that places pedestrians first, followed by cyclists, then public transport users. The needs of private motorcar users should be considered last. The NPPF also emphasises (Paragraph 117, pg.33) developments should be located and designed where practical to:

a.give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

b.address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

c.create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

These principles are also reflected in Local Transport Plan 4 (LTP4), which promotes inclusive, sustainable, and safe transport infrastructure.

Based on the current submission, the Highway Authority has no option but to recommend refusal of the application at this stage due to unsustainable development location . However, should the applicant satisfactorily address the highway concerns—particularly those relating to active travel infrastructure, public transport accessibility, —the Highway Authority would be willing to reconsider its position.

Signed

Shamsul Huda

24 July 2025