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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: 25/01544/FP
HCC ref: NH/25512/2025
HCC received: 24 June 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

LITTLE ARUNDEL BEDFORD ROAD HOLWELL HITCHIN SG5 3RX

Application type

Full Application

Proposal

Erection of two detached dwellings including access drive, car parking, private gardens, hard and soft landscaping following the demolition of the existing detached garage and outbuilding.

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:

CON1) Construction of the approved development shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include construction vehicle numbers/routing of construction traffic and shall be carried out as approved.

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

The Construction Management Plan of:

Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);

Siting and details of wheel washing facilities;

Cleaning of site entrances, site tracks and the adjacent public highway;

Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;

Provision of sufficient on-site parking prior to commencement of construction activities;

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

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority 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.

AN2) 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.

AN3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN4) Gravel / shingle driveways: Where loose gravel or shingle is used, a suitable measure to prevent material spilling onto the road/footpath/verge must be installed. It is an offence under section 148 of the Highways Act 1980 to deposit debris onto the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Further information is available by telephoning 0300 1234047.

AN5) 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.

COMMENTS

The proposals are for the erection of two detached dwellings including access drive, car parking, private gardens, hard and soft landscaping following the demolition of the existing detached garage and outbuilding.

Context:

Bedford Road is classified as a Principle A road (A600) and provides a main distributor function in the road hierarchy. Bedford Road is highway maintainable at public expense. A 60mph speed limit applies. On Hertfordshire County Council's Place and Movement network Bedford Road is classed as P1/M2 (e.g. Inter-urban Road) No reportable highway accidents recorded within the immediate vicinity of the application site (5-year rolling). No Public Right of Way (as shown on the Public Rights of Way Map) directly affects the site or would be affected by the proposal. The county council considers Bedford Road be a traffic sensitive road.

Policy Review:

The key documents used to assess the application are

- Manual for Streets 2007
- National Planning Policy Framework (July 2021)
- Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May 2018]
- Cycle Infrastructure Design Guidance (Department for Transport Local Transport Note July 2020)
- Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024)

PLANNING HISTORY

The application site has previous planning history.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: P01-P06, and Planning Statement

ACCESSIBILITY

WALKING

Section 5.6 of the Planning Statement sites the Planning Inspectors comments for Sunvale a dwelling a few meters away from Little Arundel which states:

In terms of access to essential services and facilities, in allowing the appeal for one new detached dwelling at Sunvale, the inspector stated that:

"12. There is a continuous footpath on the opposite side of the road that connects the appeal site to the facilities in Henlow Camp. A walking/cycling

distance of around a mile to these facilities is not unreasonable given the rural location. Whilst the footpath is located on the opposite side of a busy main road, there is good visibility in both directions. Accordingly, I am satisfied that there would not be a significant safety risk to future occupiers of the development in this regard.

The Highway Authority accept the inspectors comments in considering the accessibility of the proposals

'Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020) recommends for cycle parking storage should be 2m (1.8m is acceptable) in length by 0.3m space between cycles. There should be parking for 1 cycle per dwelling. Outside cycle parking should be covered and lockable. The provision of well-located, safe and secure cycle parking for residents and visitors is a key factor in encouraging people to cycle as an alternative to using the private car. Drawing P0-5 demonstrates two garages at approx. 6.4 x 5.4 in dimension. This would allow for a cycle hooks, therefore providing the requirements as detailed in the Local Transport Note 1/20

PARKING

There is plenty of space available for vehicle parking on the site, including both garages. The ample parking area ensures that vehicles can easily enter and exit the site while driving forward, which enhances safety and convenience for all users.

VISIBILITY

Although no visibility plans have been provided, the visibility on both sides of the access is excellent. This ensures that drivers have a clear view when entering and exiting the site, contributing to overall safety.

EMERGENCY ACCESS

The nature of the site puts the proposals / access within 45 meters from the public highway (As required in accordance with MfS 6.7.2)

REFUSE / RECYCLING

The proposals for recycling bin storage must be in line with Manual for Streets MfS 6.8.9 residents should not be required to carry waste more than 30m and be within 25m of the kerbside/bin collection point.

CONSTRUCTION MANAGEMENT PLAN (CMP)

It is important that a CMS is provided considering the nature of the site being on a Primary route and with a 60-mph posted speed limit. The statement must have or be shown as a drawing of the construction site and the dedicated areas within. These should include but not limited to, construction parking area, wheel washing, and storage area.

CONCLUSION

Should the LPA be minded to approve the application please note the above conditions and informatives. This level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity, therefore; the highway authority would not wish to restrict the grant of planning permission.

Signed

Paul Marshall

10 July 2025