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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: 26/00805/FP
HCC ref: NH/28980/2026
HCC received: 27 April 2026
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Land At, London Road, St Ippolyts, Hertfordshire,

Application type

Full Application

Proposal

Full Planning Permission : Erection of 5 detached dwellings including garages, parking, landscaping, bin stores, installation of Air Source Heat Pumps and alterations to existing vehicular access off London Road

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) No development shall commence until details of the vehicular access to London Road have been submitted to and approved in writing by the Local Planning Authority. The access shall be designed using the minimum practicable kerb radii necessary to accommodate refuse and emergency vehicles entering and leaving the site in forward gear, as demonstrated by swept path analysis. The access shall thereafter be constructed and retained in accordance with the approved details.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON2) No development shall commence until the vehicular visibility splays for the proposed access onto London Road have been provided in accordance with Drawing Nos. P3092/TS/6a and P3092/TS/6b and approved in writing by the Local Planning Authority. The visibility splays shall be laid out to 2.4 m × 43 m in both directions, measured from the back edge of the carriageway. The land within the visibility splays within the control of the application site, together with the adjoining highway land, shall thereafter be kept permanently clear of any obstruction exceeding 0.6 metres in height above carriageway level, including vegetation, fencing, walls, structures, earthworks or other features, for the lifetime of the development.

Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

No development shall commence until a Construction Management Statement has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Method Statement shall include details of:

Access arrangements to the site.

Traffic management requirements.

Construction and storage compounds

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.

Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

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 which must be kept within the site boundary, 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).

INFORMATIVES

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 website:

<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 public highway land: 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 website:

<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) 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.

AN5) 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.

COMMENTS

The proposals are for the erection of 5 detached dwellings including garages, parking, landscaping, bin stores, installation of Air Source Heat Pumps and alterations to existing vehicular access off London Road.

Context:

London Road is a classified road (B656) and provides a local distributor function in the road hierarchy. London Road is highway maintainable at public expense. A 30mph speed limit applies. On Hertfordshire County Council's Place and Movement network. London Road is classed as P1/M2 (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 London Road to be a traffic sensitive road between periods: 07:00 - 09:30 and 16:00 - 18:30 Monday to Friday.

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)
- HCC's Place & Movement Planning Design Guidance (adopted in March 2024)

PLANNING HISTORY

The application site has no previous planning history.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers:

Design and Access Statement, Planning Statement, Transport Statement

Site Plan PL03; Plot 01 Elevations and Plans, PL04; Plot 02 Elevations and Plans, As Proposed, drawing number PL05; Plot 03 Elevations and Plans, As Proposed, drawing number PL06; Plot 04 Elevations and Plans, As Proposed, drawing number PL07; Plot 05 Elevations and Plans, As Proposed, drawing number PL08; Site Section, As Proposed, drawing number PL09.

ACCESS

The site is located on the B656 London Road. The site area is 0.49 ha and is located to the north of The Crescent and west of London Road. It currently comprises undeveloped grassland bounded by hedgerows and trees and has an existing vehicle access which is to be upgraded. In respect of the existing vegetation and trees, none are plotted directly within the highway verge at the kerb line, no Tree Preservation Orders are referenced, and no RPAs (Root Protection Areas) are shown encroaching into the carriageway.

The proposed access is found on Drawing Ref-(Site Plan PL03). The access utilises 8 metre kerb radii on both sides, which creates a bell mouth width of approximately 16 metres from the radii alone, before the access throat width is added. For a development of only five dwellings, this access geometry is disproportionately large and more characteristic of a commercial or strategic highway junction rather than a small residential access. From a safety point of view larger radii encourage higher vehicle entry and exit speeds. Please see discussion under Swept Path Analysis

The applicant will need to enter into a 278 agreement with HCC as Highway Authority in relation to the modification of the existing access an advisory note is recommended in this respect (AN5) Further information can be found on the county council's website:

<https://www.hertfordshire.gov.uk/services/Highways-roads-and-pavements/Changes-to-your-road/Dropped-kerbs/Dropped-kerbs.aspx>

SURFACE WATER FLOOD RISK TO THE HIGHWAY:

The transport network needs to be resilient to the risks from the impacts of climate change, including changing weather patterns and extreme events. Policy 5 and of the Hertfordshire Local Transport Plan (LTP4) seek to secure developer mitigation measures to limit the impacts of development on the network. HCC's Place and Movement Planning Design Guide, states that water from areas that are not adoptable highway must not be allowed to run onto areas of adopted highway. The Government's flood risk maps for planning indicate parts of the nearby highway carriageway to be at low risk of surface water flooding: <https://flood-map-for-planning.service.gov.uk/>

SWEPT PATH ANALYSIS

Saloon Car

Drawing Numbers P3092/TS/4a and P3092/TS/4b confirm that a standard saloon vehicle measuring 4.572 m in length can manoeuvre into and out of the parking bays efficiently and without restriction.

Recycle Vehicle

The submitted swept path analysis demonstrates that a refuse collection vehicle can enter and exit the site in forward gear using the proposed access geometry; however, the manoeuvre relies heavily on the enlarged bellmouth radii shown, with very limited tolerance at the kerb returns. On the evidence provided, it has not been demonstrated that a reduced radius arrangement (e.g. 6 m radii) would safely accommodate a refuse vehicle without kerb overrun or encroachment, and therefore a fixed requirement for smaller radii would not be justified at this stage. To ensure the access design remains proportionate while safeguarding highway safety, it is recommended that a condition be imposed requiring the vehicular access to be designed with the minimum practicable kerb radii necessary to accommodate refuse and emergency vehicles entering and leaving the site in forward gear, as demonstrated by swept path analysis, with details to be submitted to and approved by the Local Planning Authority prior to construction. See Condition 1 above

Fire Service Vehicle

Consistent with the National Planning Policy Framework (2023), paragraph 116 (d), applications for development should allow for access by emergency vehicles. Guidance is set out in Manual for Streets (MfS) (6.7.2). HCC's Place and Movement Planning Design Guide (P&MPDG) (Part 2 Chapter 4). Requirements are set out in the Building Regulations: Fire Safety Approved Document B, Vol 1, Dwellings, 2010 (as subsequently amended). Access for a pumping appliance should be provided to within 45m of a single dwelling house (and within 45m of all points within the dwelling house). As far as it can be reasonably ascertained from submitted plans, the proposed development would be within the recommended emergency vehicle access distance from the highway. The above condition for the recycle vehicle would demonstrate unconstrained access to all parts of the site.

VISIBILITY

PMPDG Part 3 Ch9 para 12

Achievable levels of inter-visibility between drivers exiting the site and other highway users (vehicles, cyclists and pedestrians) are demonstrated on submitted plans.

As shown on Drawing Nos. P3092/TS/6a and P3092/TS/6b, the proposed visibility splays of 43 m in both directions, measured from a 2.4 m set-back from the carriageway, are appropriate for a 30-mph speed environment and are consistent with Manual for Streets (Table 7.1) and PMPDG Part 3, Chapter 9, paragraph 12. Within the vertical plane, the visibility splays shall be kept free of any obstruction to visibility between a height of 2.0 m above carriageway level down to 0.6 m above carriageway level, the latter to ensure that pedestrians, including small children using the footway, can be seen in accordance with Manual for Streets paragraph 7.6.3. Reference should be made to Condition 2.

ACCESS FOR PEDESTRIANS

Policy 5 of the Hertfordshire Local Transport Plan (LTP) seeks to ensure that access arrangements are safe, suitable for all people and built to an adequate standard and adhere to the county council's Highway Design Standards.

The block plan indicates the use of block paving for the driveway area including the pedestrian access from the public footway to the main entrance of each dwelling. Block paving a suitable surface material for all people.

TRIP GENERATION

The additional habitable space to be created as a result / nature of the proposed development is unlikely to result in a material increase of seven and six respective total two-way movements during the peak periods. No significant, or severe, impact on the transport network is identified.

PARKING

The LPA shall be responsible for assessing the proposed development against local parking standards and to satisfy for itself that any level of parking it requires can be achieved within the boundary of the site and not overhang the highway, including the highway footway / grass verge / vehicle crossover. The Highway Authority would observe the following. The parking bays are in line with Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024) Part 4 Chapter 6 Table 11.9 and Part 2 Chapter 4 14.8

Garages

The proposed garages (single) are approximately 3m wide and 8m deep, and double 6m x 8m. This is in accordance with Place and Movement Planning Design Guide (adopted 2024). "The minimum internal garage dimensions for cars should be 6m x 3m (internal dimension) based on a large family car of 2m width and a minimum clearance of at least 0.5m each side required to open car doors on both the driver and passenger side and an average car length of about 4.5m."

ACCESSIBILITY

Walking

Planning for Walking, issued by the Chartered Institution of Highways and Transportation (CIHT) places emphasis on developments being located and designed, where practical, to give priority to pedestrian (and cycle) movements and have access to high quality public transport facilities. In terms of accessibility, 400m walking distance to bus stops is considered to represent a reasonable catchment.

A footway is located to the front of the application site, providing pedestrian access to the local area. There is a bus stop on London Road within a 2-minute walk from the site, providing sustainable transport links to Hitchin and Welwyn Garden City.

National Planning Policy Framework (July 2021) states in Paragraph 105 – Site location and sustainable transport “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

The site meets this requirement and is welcomed by the Highway Authority

EMERGENCY VEHICLE ACCESS

Consistent with the National Planning Policy Framework (2023), paragraph 116 (d), applications for development should allow for access by emergency vehicles. Guidance is set out in Manual for Streets (MfS) (6.7.2). HCC's Place and Movement Planning Design Guide (P&MPDG) (Part 2 Chapter 4). Requirements are set out in the Building Regulations: Fire Safety Approved Document B, Vol 1, Dwellings, 2010 (as subsequently amended). Access for a pumping appliance should be provided to within 45m of a single dwelling house (and within 45m of all points within the dwelling house). As far as it can be reasonably ascertained from submitted plans, the proposed development would be within the recommended emergency vehicle access distance from the highway.

CONSTRUCTION MANAGEMENT STATEMENT (CMS)

It is important that a CMS is provided considering the nature of London Road. 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

HCC as Highway Authority has considered the proposal and concludes that it would not give rise to an unacceptable impact on the safety or operation of the surrounding highway. It raises no objections but recommends the inclusion of the above planning conditions and highway informative / advisory notes.

Signed
Paul Marshall

13 May 2026