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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: 25/00974/FP
HCC ref: NH/24815/2025
HCC received: 29 April 2025
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

55 CODICOTE ROAD CODICOTE WELWYN AL6 9TY

Application type

Full Application

Proposal

Erection of one self-build detached 4-bed dwelling following demolition of existing car port including parking and creation of vehicular access off Codicote Road and existing vehicular access off Rollswood Road permanently made redundant.

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 Highway Authority under the current submission cannot support the application because it has failed to demonstrate a satisfactory policy and design-led approach to provide safe and suitable vehicle access (gradient), contrary to Hertfordshire's Local Transport Plan (LTP4) and also contrary to the principles of sustainable development contained in the NPPF, therefore the proposals represent a risk to highway safety for all road users.

Brief Description of Proposed Development by the applicant:

This Design and Access Statement is being submitted in support of the Planning Application for the removal of the existing Car Port, and parking area to provide a new detached dwelling, including a new vehicular access, parking and other associated works for the use of the applicants family and the closing up of the existing access.

The proposal is to demolish the large double car port and construct a two storey detached dwelling, provide a new access off of Codicote Road to serve both the new dwelling and the existing property and close off the access from Rollswood Road.

The current access to no 55 Codicote Road is off of Rollswood Road which is a narrow road and close to the junction to Codicote Road

Therefore by creating a new access directly off of Codicote Road allows for a free flow of traffic that serve the residents of Rollswood Road.

The new access can provide 2.4m. x 90m visibility splays.

Parking for the new dwelling is provided by a double integral garage and two additional parking spaces with a turning point, with one parking space providing a width of 3300mm to Mobility Standards and space to turn in order that the site can be egressed in a forward direction.

The garage is of sufficient size to store bicycles, and space has been created for the storage of recycling bins behind the garage.

Although not part of this application, a new turning space will be provided for no. 55 together with the intention of building a double garage, which will be subject to a separate planning approval.

The property has the benefit of generous size front and rear gardens which are much larger than the gardens now being provided in new developments.

The proposed new access can provide sufficient visibility splays to enable the access to be safe, and the creation of the new access in place of the existing access is an improvement to the safety of the highway. Sufficient car parking for both the new dwelling and the existing dwelling can be achieved and therefore there will be no car parking issues arising from the proposed development.

Highway comments:

The proposal involves demolishing the double car port and constructing a detached dwelling with a double garage (of sufficient size to store bicycles) and provide a new access off of Codicote Road to serve both the new dwelling and the existing property and close off the access from Rollswood Road. The donor dwelling to have a new double garage with a turning point.

The proposed car parking provision is the responsibility of the LPA to determine the level and suitability of the car parking proposals, however, it is essential that it is operated in efficient and safe manner to minimise the impact on the local highway network which is the responsibility of the HCC HA.

Codicote Road which has a 40mph speed limit (and a bus route), the proposed new vehicle access has the required visibility splays of 2.4m. x 90m in accordance with the required guidance (DMRB for a 40mph road).

However, the applicant has not provided any details of the vehicle access gradient, there is a significant level difference between the public highway (Codicote Road_ and the level of the proposed and donor dwellings land. The gradient of the driveway/access road should be level with the public highway for at least 5m back from the back of the footway. Alternatively, a gradient no greater than 1:20 within the first 5m from the highway is required. No information has been provided

to demonstrate/clarify that the gradient of the access road is in accordance with HCC's 'Highways Design Guide'.

As mentioned above the site has a significant slope, the applicant has not provided any information on the internal access road ramp, footway gradients within the site. MfS states: the gradient of pedestrian routes should ideally be no more than 5%, although topography or other circumstances may make this difficult to achieve. However, as a general rule, 8% should generally be considered as a maximum, which is the limit for most wheelchair users as advised in inclusive mobility.

This is a new build development therefore higher standard of build and design are expected and required. The applicant is required to provide all the above provisions shown with the required dimensions and gradients all clearly annotated on any deposited plans which will form the basis of any approved plan.

Also, the location where the new vehicle access off Codicote Road is proposed, there is an existing pedestrian crossing drop kerb with tactile paving, should a vehicle access be approved the applicant will be liable for the relocation of this pedestrian crossing.

Recommendation:

The HA cannot support this proposal until the above design and policy issues are appropriately addressed.

Reasons for refusal:

The Highway Authority under the current submission cannot support the application because it has failed to demonstrate a satisfactory policy and design-led approach to provide safe and suitable vehicle access (gradient), contrary to Hertfordshire's Local Transport Plan (LTP4) and also contrary to the principles of sustainable development contained in the NPPF, therefore the proposals represent a risk to highway safety for all road users.

Signed

Senober Khan

20 May 2025