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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: 26/00104/FP
HCC ref: NH/28158/2026
HCC received: 11 February 2026
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Lagonda Stud , Pottersheath Road, Pottersheath, Hertfordshire, AL6 9SU

Application type

Full Application

Proposal

Full Planning Permission : Erection of one detached dwelling with detached double garage and air source heat pump following demolition of existing stables and outbuildings including landscaping, amenity space, layout of access and parking. Erection of detached double garage to serve existing dwelling

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 a Construction Method 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.

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).

CON2) Prior to the first use of the development hereby permitted the vehicular access surface shall be bound for the first 2 meters into the site. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

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).

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 Full Planning Permission: Erection of one detached dwelling with detached double garage and air source heat pump following demolition of existing stables and outbuildings including landscaping, amenity space, layout of access and parking. Erection of detached double garage to serve existing dwelling

Context:

Pottersheath Road is an unclassified local access road and provides a local access function in the road hierarchy Pottersheath Road is highway maintainable at public expense. A 30mph speed limit applies. On Hertfordshire County Council's Place and Movement network Pottersheath Road is classed as P1/M1 (Rural Lane). 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 Pottersheath Road not to 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, May2018]
- 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 previous planning history with Application 23/02562/FP

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: 404_PL01A, 02A, 03, 04, 05, 06A, 07A, 08A, 09A,10A, 14D and Supporting Planning Statement.

ACCESSIBILITY

'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. Storage is adequately provided for in the proposed garage on Drawing 404_PL10A.

Planning for Walking, issued by the Chartered Institution of Highways and Transportation (CIHT), emphasises that developments should be located and designed, where practical, to prioritise pedestrian and cycle movements and provide access to high quality public transport facilities. In accessibility terms, a walking distance of 400 m to a bus stop is generally considered a reasonable catchment, with 800 m regarded as acceptable for access to a railway station.

In this case, there are no bus stops or shops within an easy walking distance of the site. As a result, the proposals conflict with the National Planning Policy Framework (July 2021), Local Transport Plan 4, and Hertfordshire County Council's Place & Movement Planning Design Guidance (adopted in March 2024). However, given that the site is situated within a large residential area, it would not be appropriate to recommend refusal on this point alone.

PARKING

Drawing number Ref- (404_PL07A) illustrates 4 proposed parking bays. These conform to P&MPDG Part 4 Chapter 6 Table 11.9 where spaces should be 2.5 x 5.0 meters: 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.

ACCESS

Drawing number Ref (404_PL07A) shows that the site currently has two accesses, both of which are suitable to serve the proposed development. The eastern access connects to an access road that leads to the new dwelling located behind the existing property. This access road varies in width between 5.0 m and 6.0 m, providing an appropriate standard for a shared surface.

VISIBILITY

Vehicular

Although visibility splays have not been provided the vehicle-to-vehicle inter-visibility have an acceptable level of vehicle-to-vehicle visibility and accords with the principles found in Hertfordshire's Place & Movement Planning Design Guide Part 4 Chapter 6 section 18.1, page 70.

Pedestrian

There are no existing footways along this Pottershead Road which is typical of the rural nature of the area.

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.

REFUSE / RECYCLING

The proposed arrangements for recycling bin storage do not meet the Manual for Streets (MfS) guidance, which states that residents should not have to carry waste more than 30 m and should be within 25 m of the kerbside collection point. The Local Planning Authority may wish to consider whether this shortfall is acceptable in this case. However, this issue alone would not justify refusing the application.

CONSTRUCTION METHOD STATEMENT (CMS)

It is important that a CMS is provided considering the RURAL nature of Pottershead 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

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

20 February 2026