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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: 25/01790/FP
HCC ref: NH/25825/2025
HCC received: 16 December 2025
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Land Known As The Orchard, Snailswell Lane, Ickleford, Hertfordshire, SG5 3TS

Application type

Full Application

Proposal

AMENDED PROPOSAL

Full Planning Permission : Erection of one self-build dwelling including hard and soft landscaping, parking and creation of vehicular crossover off Snailswell Lane

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 full details (in the form of scaled plans and/or written specifications) illustrating the design, layout, and construction of the connection between the edge of Snailswell Lane (Public Right of Way) where it meets the proposed driveway have been submitted to and approved in writing by the Local Planning Authority.

The details shall include:

The precise interface between the Public Right of Way and the driveway

Reason: To ensure a safe, suitable, and satisfactory connection between the Public Right of Way and the development in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and to protect the amenity and safety of all users.

CON2) 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 Management Statement shall include details of:

Access arrangements to the site.

Traffic management requirements.

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.

Post construction restoration/reinstatement of the working areas and temporary access to the public highway. This should also include Pre and Post construction images of the access.

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).

CON3) Prior to the first use of the development hereby permitted the vehicular access surface shall be bound for the first 3 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).

CON4) Prior to the first commencement of the development hereby permitted, a plan for cycle storage is to be provided and be designed in line with design standards contained in Chapter 11 of the Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020). Prior to first occupation the approved design shall be fully implemented and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 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) The Public Right of Way(s) should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. Safe passage past the site should be maintained at all times for the public using this route. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of the Highway Authority. No materials shall be stored or left on the Highway including Highway verges. If the above conditions cannot reasonably be achieved, then a Temporary Traffic Regulation Order (TTRO) would be required to close the affected route and divert users for any periods necessary to allow works to proceed, for which a fee would be payable to Hertfordshire County Council. Further information is available via the County Council website at <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx> or by contacting Rights of Way, Hertfordshire County Council on 0300 123 4047.

COMMENTS

The proposals are for an AMENDED PROPOSAL Full Planning Permission: Erection of one self-build dwelling including hard and soft landscaping, parking and creation of vehicular crossover off Snailswell Lane

Context:

Snailswell Lane is the Ickleford 009 Byway Open to All Traffic (BOAT) of which the surface is maintained by the Highway Authority.

Snailswell Lane is an unclassified local access road and provides a local access function in the road hierarchy. Snailswell Lane is highway maintainable at public expense. A 30mph speed limit applies. On Hertfordshire County Council's Place and Movement network Snailswell Lane is classed as P2/M1 (e.g. Residential Street). No reportable highway accidents recorded within the immediate

vicinity of the application site (5-year rolling) period. The county council considers Snailswell Lane 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 (Feb 2025)
- 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)
- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (IM), 2021

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: 1153-PL01B, PL01C, PL02A, PL03C, and 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. Please see Condition 4

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, further for a railway station (800m).

It is noted that the distance from the site to the nearest bus stop on Arlesey Road is approximately 550 meters of which over half is part of the Ickleford 009 Byway Open to All Traffic.

PARKING

It is recognised the LPA are the parking authority and it is for them to determine the accessibility of parking against their own standards. From a highways point of view, the parking proposals are in line with HCC's Place & Movement Planning Design Guidance (adopted in March 2024)

ACCESS

The access is from an existing gate into the site. Conditions 1 and 3 will provide the detailed design in respect of the connection to the Ickleford 009 Byway open to all traffic (BOAT)

VISIBILITY

Considering the nature of use of the BOAT visibility for vehicle and pedestrian have an acceptable level of visibility and accords with the principles found in Hertfordshire's Place & Movement Planning Design Guide Part 4 Chapter 6 section 18.1, page 70.

EMERGENCY 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

Waste collection for the site will be managed by North Hertfordshire District Council. The Council will supply household bins for residual waste, mixed recycling, paper and cardboard, food waste, and optional garden waste, which will be collected in accordance with their standard service schedule. 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 METHOD STATEMENT (CMS)

It is important that a CMS is provided considering the access is from a public right of way 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. Please see Condition 2

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.