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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: 26/01198/FP
HCC ref: NH/29264/2026
HCC received: 29 July 2026
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

Land South Of Long Acre, Luffenhall, Hertfordshire, SG2 7PX

Application type

Full Application

Proposal

ADDITIONAL INFORMATION
AMENDED PROPOSAL

Full Planning Permission : Erection of one detached single storey dwelling house including solar roof panels, air source heat pump, soft landscaping ,and electric vehicle charger following removal of chicken sheds and stables

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.

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).

CON2) Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number (VS01). The splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

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).

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) 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

COMMENTS

The proposals are for the erection of one detached single storey dwelling house including solar roof panels, air source heat pump, soft landscaping, and electric vehicle charger following removal of chicken sheds.

Context:

Luffenhall is an unclassified local access road and provides a local access function in the road hierarchy Luffenhall is highway maintainable at public expense. A 60mph speed limit applies. On Hertfordshire County Council's Place and Movement network Luffenhall 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 Luffenhall to be a traffic sensitive road for the periods 3: 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, 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.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: KIN 25/01 to 06, Speed Test, and Planning Design and Heritage Statement.

Proposed development:

The Planning Design and Access Statement proposals section 3.2 states:

The proposed development will comprise the replacement of the existing large former poultry barn with a detached, single storey 3-bedroom dwelling which will be sited largely on the footprint of the existing poultry barn to be removed.

Section 3.7 continues:

Vehicular and pedestrian access is proposed by using the existing private driveway which accesses onto the unclassified lane that runs south from the junction with Newell Lane.

SPEED SURVEY

The Highway Authority requested a speed survey to establish the 85th percentile vehicle speeds past the site access. The survey was undertaken between 30 June 2026 and 6 July 2026. Section 1.5 of the submitted Technical Note confirms that the recorded 85th percentile speeds were 22.3mph northbound and 19.2mph southbound. These speeds were then used to calculate the visibility splays.

The visibility splays are:

- 2.4m x 20m to the north; and
- 2.4m x 26m to the south.

The Highway Authority is satisfied that the survey methodology used to determine the 85th percentile vehicle speeds is robust and appropriate, and that the visibility splays derived from the survey data are acceptable.

VISIBILITY

The reason for the speed survey was to determine the standard stopping distance for vehicles. For a posted speed limit of 60mph the stopping sight distances should be 2.4 x 215m.

Drawing Ref-(VS01) illustrates the actual visibility from the existing access are:

- 2.4m x 28m to the north; and
- 2.4m x 50m to the south.

The Highway Authority is satisfied the visibility splays for the existing access are appropriate and in accordance with Design Manual for Roads and Bridges CD 109 (formerly TD 9/93) Chapter 3: Sight Distance, Stopping Sight Distance (SSD) for 60 mph = 215 m.

ACCESSIBILITY

Whilst the site is located in a rural area where opportunities for walking, cycling and access to public transport are limited, this factor alone does not render the proposal unacceptable. The development comprises a single dwelling on a previously developed site and would not give rise to significant travel demand. Future occupants would have access to private vehicles and there are nearby settlements, including Cottered and Ardeley, which provide access to local services and facilities. Given the scale of the proposal and its location within the rural area, the reliance on private car travel carries limited weight and is not considered sufficient to justify refusal of planning permission.

CYCLE PARKING

'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. The Large double garage parking as shown on drawing Ref-(KIN 25/034) would be suitable for cycle storage.

EMERGENCY VEHICLE ACCESS:

Consistent with the National Planning Policy Framework (2024), paragraph 117 (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.

ACCESS FOR REFUSE VEHICLES:

The proposal will not affect existing access arrangements for kerbside collection.

Refuse vehicles must be able to stop within a maximum carry distance of 25m from a bin collection point (Manual for Streets, 6.8.9). Residents should not be required to carry waste more than 30m to a storage point (Manual for Streets, 6.8.9).

CONSTRUCTION MANAGEMENT STATEMENT (CMS)

It is important that a CMS is provided considering the narrowness carriageway at the access point. 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. See Condition 2

CONCLUSION

Hertfordshire County Council 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 conditions and highway informative / advisory notes.

Signed
Paul Marshall

6 August 2026