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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning
East Herts District Council
Wallfields
Pegs Lane
Hertford
Hertfordshire
SG13 8EQ

District ref: 3/24/1255/OUT
HCC ref: EH/21612/2024
HCC received: 16 February 2026
Area manager: Roger Flowerday
Case officer: Adrian McHale

Location
Land South Of A507, West Of A10 Buntingford

Application type
Outline

Proposal
AMENDED PROPOSAL
Outline planning application for development of employment land (flexible use B2, B8, E(c) and E(g)), informal open space, associated works and infrastructure including a new access from A507, with all matters reserved except for access

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:

REASON AND COMMENTS

HCC Highways still has some road safety concerns regarding road safety and currently object.

Toucan crossing on the A10

A signal controlled crossing positioned very close to the A10 roundabout entries and exits remains a fundamental concern. On the exit side in particular, a red phase would risk queues forming back onto the circulatory carriageway, with the associated blockage and collision risks. On the entry side, the proximity also interacts with the “constant green” behaviour that has been raised before. These points would need very careful consideration in the Road Safety Audit (RSA) and through supporting queue modelling.

Proposed extension of the 40mph limit

The proposal to move the 40mph limit roughly 1.1km north of Neale Drive, together with a crossing warning sign, also raises issues. There is currently and no proposed active frontage or meaningful change in roadside environment along this section of the A10, so it isn't clear how the reduced limit would be interpreted consistently by all road users or how it would remain logically justified.

We have seen on other routes that long, isolated 40mph sections in areas with limited frontage can lead to overtaking issues, greater speed variability, and in some cases a general disregard for subsequent speed limits further along a journey. When the environment does not reinforce the posted limit, predictable behaviour becomes harder to achieve, which has implications for every road user. This is presented in HCC Highways adopted Speed Management Strategy (Nov 2020).

https://www.hertfordshire.gov.uk/media-library/documents/highways/transport-planning/local-transport-plan-live/speed-management-strategy.pdf

Interaction between the two issues

Although these are distinct matters, they do interact. The combination of a signal controlled crossing positioned close to a roundabout, alongside a long and isolated 40mph section without supporting frontage, introduces inconsistency in how the corridor will be interpreted. That inconsistency increases risk and needs to be understood and addressed through the RSA and any further design work.

Signed
Adrian McHale

27 February 2026