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

### Director of Planning

Stevenage Borough Council  
Daneshill House  
Danestrete  
Stevenage  
Hertfordshire  
SG1 1HN

District ref: 25/00884/FP  
HCC ref: SV/27546/2025  
HCC received: 18 May 2026  
Area manager: Manjinder Sehmi  
Case officer: Senober Khan

### Location

Aldi Stores Fairlands Way Stevenage Herts SG1 1FZ

### Application type

Full Application

### Proposal

AMENDED PROPOSAL

Incorporation of existing car park into foodstore car park, creation of a pedestrian route and ancillary works

### 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 HA raises a holding objection.

The applicant is required to:

- Remove the central route within the car park;
- Provide details demonstrating parking bays prevent vehicle overhang;
- Confirm a robust speed management strategy;
- Submit a signage and marking plan for the perimeter route.

Subject to the above matters being satisfactorily addressed, the HA would be in a position to reconsider its recommendation.

### Highways comments:

The Highway Authority (HA) has reviewed the amended site layout plan and notes that pedestrian and cyclist routing has now been redirected to the outer perimeter of the sites car parking area. This approach is acceptable and supported, as it aligns with previous HA advice and removes unnecessary interactions between pedestrians, cyclists and vehicles within the car park.

This revised approach accords with NPPF (2024), Paragraph 115, which requires safe and suitable access for all users, as well as LTN 1/20, which promotes coherent, direct and safe cycle infrastructure. It also reflects the principles of Hertfordshire County Council's Place & Movement Planning and Design Guidance, which supports the reduction of conflict between modes and encourages clear and legible movement hierarchies.

It is unclear why the plan continues to show a new island to link with new crossing and a central route running through the car park, despite the provision of an acceptable and safer perimeter route. The HA considers that this route is not required and should be removed in full and there should be no scope for anyone to enter the car park except from the western access path as it currently exits.

Its continued presence would:

- Encourage pedestrians and cyclists to follow a direct desire line through active parking aisles;
- Reintroduce conflict between vehicles, pedestrians and cyclists;
- Undermine the effectiveness and legibility of the perimeter route as the primary movement corridor;
- Conflict with the objectives of NPPF (2024) and HCC Place & Movement Guidance, which seek to create safe, self-explaining environments.

On this basis, the HA does not support its retention and requires any access to the path to be removed, however that section of the path within the car park for customers to use as a separate and segregated path within the car park is acceptable.

The HA requires confirmation that the parking layout is designed so that vehicles do not overhang into pedestrian areas, particularly where pedestrian movement occurs along the perimeter route and internal paths.

Appropriate measures should be incorporated where necessary, including:

- Posts/railing;
- Wheel stops;
- Buffer strips or kerbed margins.

This is necessary to ensure compliance with:

- Inclusive design principles,
- LTN 1/20, which requires routes to be accessible and comfortable for all users,
- HCC Place & Movement Planning and Design Guidance, which emphasises maintaining clear and unobstructed pedestrian routes.

Failure to address this could result in obstruction of pedestrian paths and reduced usability for mobility-impaired users.

The amended layout appears to omit previously indicated raised tables, and clarification is therefore required regarding the speed management strategy within the car park.

Although the perimeter route reduces through pedestrian movement, the car park will still experience:

- Pedestrian activity associated with accessing parked vehicles;
- Crossing movements between parking rows and store entrances.

The applicant must demonstrate how a low-speed, self-regulating environment will be achieved, consistent with:

- NPPF (2024), Paragraph 115, which requires safe access for all users;
- HCC Place & Movement Guidance, which promotes low vehicle speeds in areas with pedestrian activity.

This may include alternative traffic calming measures or justification for the removal of raised tables.

While the perimeter route is supported, further design detail is required to ensure that it functions effectively and is clearly understood by users.

The applicant should provide:

- Vertical signage:
  - o Clear pedestrian and cycle wayfinding;
  - o Identification of any shared-use sections;
  - o Signs positioned at key arrival and decision points.
  
- Surface markings:
  - o Pedestrian and cycle symbols where appropriate;
  - o Directional markings reinforcing route continuity;
  - o Compliance with relevant standards where applicable.

The route should be designed in accordance with LTN 1/20 core principles, including coherence, directness, safety, comfort and attractiveness, ensuring that it becomes the natural and preferred route for users.

#### Conclusion:

The HA acknowledges that the revised perimeter routing represents a significant improvement and is fully supported.

However, the scheme must be amended to remove the central route through the car park, as its retention is unnecessary and would undermine the safe operation of the site. In addition, further clarification is required in respect of:

- Parking layout and prevention of vehicle overhang;
- Internal speed management strategy;
- Detailed signage and design of the perimeter route.

#### Recommendation:

The HA raises a holding objection.

The applicant is required to:

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- Confirm a robust speed management strategy;
- Submit a signage and marking plan for the perimeter route.

Subject to the above matters being satisfactorily addressed, the HA would be in a position to reconsider its recommendation.

**Signed**

Senober Khan

1 June 2026