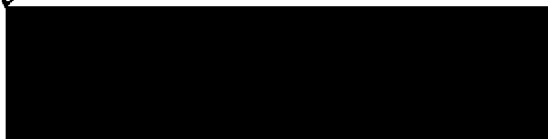


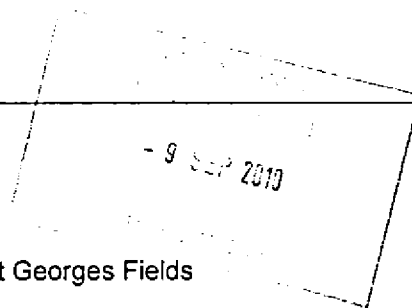
sdh



Sent: 08 September 2010 14:38

To: Planning

Subject: Planning application S6/2010/1710/FP - Land Adjacent Georges Fields



Response to Planning application from Hertfordshire County Council (T and CP GDP Order 1995)

District ref: S6/2010/1710/FP

HCC ref: WH/205/2010

HCC received: 11/08/2010

Area manager: James Dale

Case officer: Lindsey Lucas

Location

Land Adjacent Georges Fields

Hatfield Park

Hatfield Park

Application type

Full application

Proposal

Formation of visitor parking area, paths, landscaping and ancillary works

Decision

Notice is given under article 10 of the Town and Country Planning (General Development Procedure) Order 1995 that the Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

The applicant has provided insufficient information to enable Hertfordshire County Council as highway authority to fully assess the following;

1. The development if permitted would intensify the use of an existing access on A1000 close to the roundabout junction with the B197. Would the slowing and turning of vehicles associated with the use of the access lead to further conflict and interference with the free flow of traffic on the highway and be detrimental to highway safety.
2. Whether the proposed means of exit from the site using the service road between Church Lane and The Broadway is adequate by reasons of its width and alignment to serve the proposed development with safety and convenience.

Comments The proposal is to provide a new visitor car park for 148 vehicles to replace the exiting 152 space car park currently located in front of Hatfield House. The proposed car park would be accessed from Church Lane using the entrance known as George's Gate which also serves the newly constructed 12 space coach car park. Church Lane between George's Gate and the junction with Great North Road was widened to enable it to accommodate coach traffic.

The application is accompanied by a Transport Statement which considers the impact on the A1000 of relocating the entrance from the main Hatfield House gate at Station Lodge to George's Gate off

Church Lane.

Trip generation The number of cars using the proposed car park will be similar to that using the existing car park. Although the transport statement gives assumptions on the number of vehicles using the car park based on the number of spaces and the average number of visitors to the house, no surveys have been carried out to verify this information or to provide information on whether vehicles are entering the existing Station Lodge entrance from the north or south. An assumption is made that 70% of vehicles will approach and depart from the north. The Transport Statement concludes that during an average weekday 129 vehicles will leave the site heading north and west. No figures are given for weekends when visitor numbers are higher.

Current access arrangements The current access at Station Lodge from the A1000 is an all movement junction with vehicles able to approach from both the north and south. The Transport statement states that the location opposite Hatfield Railway station results in significant conflicts between vehicles. However no accident statistics are included within the report to support this. **Proposed Access Arrangements** The proposal is to serve the new car park from the entrance to the new coach car park. This is accessed from Church Lane. Church Lane is a local access road. The entrance to Church Lane is a short distance to the south of the roundabout junction of Great North Road, the A1000 with French Horn Lane, the B197. As a result of the centre island arrangement at the junction of Church Lane with the A1000 drivers wishing to travel north or west on leaving Hatfield House, have to turn left and proceed to the next roundabout at Welham Green a distance of approximately 2km to turn and then travel back.

The transport statement suggests that cars wishing to travel north and west will make use of the service road that links between Church Lane and The Broadway to enable them to access the French Horn Lane/Great North Road roundabout . This service road is of one lane width and has tight radii and is not designed to accommodate large volumes of traffic. The geometry of the junction of this service road with The Broadway makes the left turn onto The Broadway difficult and may result in vehicles over-running into the lane of oncoming traffic. No tracking movement diagrams have been provided.

Using the figures given in the Transport statement the proposal would result in an additional 129 cars using this service road on an average weekday and in the afternoon this could equate to an additional 32 vehicles per hour. Visitor numbers are more than double on a Saturday and Sunday and although no information is provided within the Transport Statement, this could result in even higher numbers of vehicles using this access route. This would be detrimental to the existing traffic on The Broadway and on Church Lane. Vehicles attempting to use this route would have to exit from George's Gate straight across Church Lane, conflicting with the right turning movements into the site. The proposal will result in vehicles queuing on the service road to the detriment of the amenity of the residents.

The proposal will result in increased numbers of left turning vehicles into Church Lane from the A1000 and left turning vehicles from Church Lane onto the A1000. This junction is close to the French Horn Lane/Great North road junction and the increased number of left turning movements will lead to the slowing of vehicles on the A1000.

Very Special Circumstances The applicant have included as one of their very special circumstances that "The proposal will help reduce vehicular congestion opposite the Hatfield Station thereby providing a highway benefit" This statement is supported by 5 paragraphs which relate to how the proposal will separate tourist traffic from the congested area opposite the station and prevent queues forming on the Great North Road at this location. No traffic surveys of movements at the Station Lodge access or the access from A1000 to Church Lane to have been provided to support these statements or to consider how moving this traffic to the new access will impact on the highway network at the new location.

Lindsey Lucas

Date 08/09/2010

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