

jb planning associates

Our Ref: PA/1040/sf
Your Ref: S6/2011/1994/MA

22 December 2011

Mr Mark Peacock
Planning Division
Welwyn Hatfield Borough Council
The Campus
Welwyn Garden City
Herts
AL8 6AE

Dear Mr Peacock

Salisbury Square, Old Hatfield

Please find below additional information and response to the highway points raised by Mr James Dale (Herts Highways) on the planning application (and also copied to you 7th December). These have been considered by the applicant team including WSP Ltd (applicant's highway consultants) and the applicants:-

- 1) Please see attached sketch **1458-SK-001** which indicates the area of highway to be stopped-up. This includes all existing highway land that lies within Salisbury Square (and which is currently pedestrianised) up to and including the junction with Park Street. We understand that Mr Dale and Lindsey Lucas discussed the principle of this previously with WSP (back in March) and that an application under s247 of the Town and Country Planning Act 1990 would be necessary in due course once the current planning application has been determined. We will be grateful if you could confirm HCC's position and (in consultation with HCC) advise on the requirements.
- 2) With reference to the area east of the Job Centre, this will not form a vehicular access point; access would be restricted with appropriate bollards. The principal aim is to provide a visual and pedestrian connection with the Railway Station / Bus Interchange. Officers from HCC (Ian Thompson / Christian Hoskins) are currently working with Gascoyne Cecil Estates on scheme/plans to upgrade Hatfield Station. We are aware of the level changes in this area and have full topographical data. The applicants are aiming to provide a highway compliant but not an overly engineered environment. We also highlight the naturally sloping nature of Old Hatfield.
- 3) With regard to the "re-opened" vehicular access from Park Street, the applicants point out that traffic speeds and volumes would be low and pedestrian safety achieved through the use of appropriate surfacing and careful use of traditional street furniture, bollards and landscaping. The applicants envisage a shared surface; with "paved gutters" rather than formal kerb edging to define pedestrians/vehicles. Old Hatfield consists of predominantly narrow streets and the proposals for Salisbury Square will echo the local vernacular. The section in question tapers and is only constrained at the point of intersection with Park Street where traffic speeds entering the site would be very low. Further details of the surface finishes and street furniture



at this point might be the subject of a suitable planning condition. You will recall that the aim is to re-instate the historic road layout; introduce vibrancy, regenerate the square and enhance retail activity.

- 4) With reference to the design width of the roads, these have been kept deliberately narrow in order that speeds are constrained and the scheme remains in keeping with the local vernacular. Deliveries and large vehicle movements would be actively managed. Notwithstanding this, the shared surface nature of proposals noted above would provide sufficient flexibility to allow for a functioning and practical layout. Paving areas will be designed and constructed to be suitable for vehicles to overrun.
- 5) Please see vehicle tracking plots Drawings **1458/ATR/005** and **1458/ATR/006** attached as requested by Mr Dale. Track plots over-run in some areas but noting comments in 4 above, in the applicants view (and WSP's) this is considered acceptable. The applicants also point out that the Borough Council use the "smaller" dustcart type vehicles in Old Hatfield given the historic street layouts etc.
- 6) There is no difficulty in principle (from an ownership perspective) in maintaining and rationalising the right of way across the site. The current alignment as plotted on the definitive map is incorrect (and obsolete) given that it appears to lead through buildings and over, across and through the existing raised planting beds. We will be grateful if you could advise on the processes involved to retain a right of way across the site on a diverted alignment. The applicants will then make a formal application for diversion/rationalisation of the right of way (probably with the stopping up application noted in 1 above) once the planning application has been determined.

We hope the above points are of assistance and look forward to HCC's final comments on the application in due course.

We look forward to hearing from you.

Yours sincerely



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Encs: Drawings **1458/SK/00**; **1458/ATR/005**; **1458/ATR/006**