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

Director of Planning

Welwyn Hatfield Borough Council
The Campus
Welwyn Garden City
Hertfordshire
AL8 6AW

District ref: 6/2022/1106/FULL
HCC ref: WH/12320/2022
HCC received: 2 August 2023
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

1 LONGCROFT GREEN WELWYN GARDEN CITY AL8 6EP

Application type

Full Application

Proposal

AMENDED PROPOSAL

Erection of 1 x detached 4 bedroom dwelling and detached 3 and a half storey building accommodating 6 no flats (4 x 2 bedroom and 2 x 3 bedroom flats), car parking, refuse and recycling bins enclosure, secure cycle storage, turning heads and use of the existing vehicular access following the demolition and removal of a pair of semi-detached dwellings

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:

Conditions:

No development shall commence until detailed plans are submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which show the detailed engineering designs and construction of the vehicle access and associated highway works to achieve target speed limit of 5mph. These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction and completed before occupation of the development.

Reason: To ensure the provision of a vehicle access which is safe, suitable, and sustainable for all highway users.

Prior to the first occupation/use of the development hereby permitted the vehicular access shall be installed in accordance with the approved detailed technical plans and thereafter retained and maintained at all times at the position shown. Arrangement shall be made for surface water drainage

to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Before commencement of the development, a 'Construction Traffic Management Plan' shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The 'Construction Traffic Management Plan' must set out:

- the phasing of construction and proposed construction programme.
- the methods for accessing the site, including wider construction vehicle routing.
- the numbers of daily construction vehicles including details of their sizes, at each phase of the development.
- the hours of operation and construction vehicle movements.
- details of any highway works necessary to enable construction to take place.
- details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.
- details of any hoardings and how visibility splays will be maintained.
- management of traffic to reduce congestion.
- control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels.
- the provision for addressing any abnormal wear and tear to the highway.
- waste management proposals.
- Provision of sufficient on-site parking prior to commencement of construction activities;
- 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 and remaining road width for vehicle movements.

Reason: To minimise the impact of the construction process on the on local environment and local highway network in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

The gradient of the vehicular access road shall be level with the public highway (or not exceed 1:20) including internal footways/shared surface.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Prior to the occupation/use of the development hereby permitted, the details of the siting, type and specification of EVCPs shall be submitted to and approved in writing by the Local Planning Authority. All EVCPs shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

HIGHWAY INFORMATIVES:

The Highway Authority recommends inclusion of the following Advisory Notes (ANs) to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes.

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/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

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/highways-roads-and-pavements.aspx> telephoning 0300 1234047.

Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on 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. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Construction standards for works within the highway. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Highway to remain private: The applicant is advised that all new highway routes within the development site are likely to remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. At the entrance of the new estate the road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Brief Description of Proposed Development in support by the applicant:

The proposed development comprises the replacement of the existing dwelling with 4 x 2 bed flats, 2 x 3 bed flats and 1 x 4 bed house with associated access road improvements and car parking provision.

Pre-application discussions have taken place with the local planning authority, and the views expressed during these discussions have been incorporated into the submitted development scheme.

Longcroft Green is a residential cul de sac that forms a junction onto Stanborough Road. It provides access to a variety of dwellings including Stanborough Mews and also leads to “The Stanborough” Beefeater restaurant and Premier Inn.

The Council considered the location and accessibility of the site within its pre-application response. It stated,

“The application site is located within the main town of Welwyn Garden City. It is situated in a sustainable location, being within walking distance of the town centre and the train station and being served by various bus services.”

The highway considerations for the proposed development relate to the following:

- Access arrangements
- Site specific issues

The existing dwelling has an access onto Longcroft Green at its eastern end.

The proposed site plan shows the continuation of the existing carriageway into the site. There will be 5 car parking spaces on the south side of the carriageway. The access road will continue around the proposed building with a minimum width of 4.5m, which increases to 5.5m around the curve to ensure that suitable access for refuse collection vehicles can be achieved.

The access road will not be accompanied by a footway but convenient pedestrian routes will be provided between the car parking areas and the pedestrian entrances to the apartment building and so it is unlikely that residents will be required to walk along the access road, other than to deposit rubbish in the communal bin store.

The access road leads to a second parking area which has been designed to accommodate the turning movements of a large refuse vehicle. The swept path of the refuse vehicle is shown on drawing 21.168–001.

The site is well located to provide pedestrian and cycle access to the wider area and to public transport facilities as well as leisure facilities and public open spaces.

In addition to the car parking spaces the development is also required to provide suitable cycle parking at 2 spaces per flat. The site plan shows the provision of a cycle store that will accommodate 12 bicycles.

CONCLUSIONS

The level of additional traffic that will be generated by the development will not have a material impact on the safety and operation of Longcroft Green or its junction onto Stanborough Road. The development will therefore not have a severe impact on the local road network or an unacceptable impact on highway safety as required by paragraph 111 of the NPPF.

The proposed site layout complies with the Council’s requirements for access road design, turning facilities and car parking provision.

Overall, there are no highway related reasons why the development should not receive planning permission.

Highway comments:

The proposed development involves demolishing the existing dwelling with 4 x 2 bed flats, 2 x 3 bed flats and 1 x 4 bed house with associated access road improvements and car parking provision.

The proposed car parking provision and layout is the responsibility of the LPA to determine the level and suitability of the car parking proposals, however, it is essential that it is operated in efficient and safe manner to minimise the impact on the local highway network which is the responsibility of the HCC HA.

The HA has reviewed the Transport Statement (TS) and would acknowledge with the conclusions of the TS and considers the proposed development is not likely to have any significant impact on parking demand, congestion or highway safety on the local highway network.

However, there are some aspects of the development that the applicant will be required to address as follows:

In the TS it states that “The access road will not be accompanied by a footway but convenient pedestrian routes will be provided between the car parking areas and the pedestrian entrances to the apartment building and so it is unlikely that residents will be required to walk along the access road, other than to deposit rubbish in the communal bin store.”, the HA would disagree most or even some pedestrians especially blind or partially sighted people, are likely to walk along the access road for a more direct route. Therefore, for pedestrian safety reasons to encourage low vehicle speeds the internal access road layout needs to incorporate a redesign/traffic calming measures to achieve target speed limit of 5 mph.

Any calming measures/redesign of the access road will need to demonstrate how the design or measures accord with the appropriate guidance/regulations for reducing vehicle speeds.

It would appear from the submitted plan that the applicant is proposing a 14 space two-tier cycle store. Two tier cycle parking facility is only suitable for non-residential developments because it is less convenient than Sheffield type stands and discriminatory for short people and those with low strength. People with mobility issues are also disadvantaged due to the difficulties involved with lifting at height. Additionally, limited types of cycles can fit within double deck systems in comparison with the Sheffield type stand eg shopping baskets, child seats, etc. This is a residential development and so the cycle parking should be of the type accessible by all users. Furthermore, the applicant will be required to demonstrate in detail how the cycle store complies with the HCC/manufacturers specifications.

In the TS it also states that “The development will provide electric chargers for the car parking areas, thus enhancing the sustainability credentials of the scheme.”, the EV charging points should be shown at all the bays (active/passive) on the deposited plans.

The car parking bay next to the cycle store should be offset by an additional 0.5m, to enable car doors on both sides of the vehicle to be accessible.

Notwithstanding, the HA believes that there is sufficient scope for the applicant to satisfactorily address the above requirements and therefore could be conditioned.

RECOMMENDATION:

Consequently, the highway authority raises no objection for this application subject to the following conditions:

Signed
Senober Khan

11 August 2023