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To: [Planning](#)
Subject: Planning application 6/2019/2760/OUTLINE - Colesdale Farm
Date: 25 November 2019 09:02:59

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

District ref: 6/2019/2760/OUTLINE

HCC ref: WH/300/2019 (Amended)

HCC received: 12/11/2019

Area manager: Roger Taylor

Case officer: Shamsul Huda

Location

Colesdale Farm
Northaw Road West
Northaw
Potters Bar
EN6 4QZ

Application type

Outline application

Proposal

Outline permission for residential development of site of up to 38 dwellings following demolition of the existing buildings and structures with all matters reserved apart from access

Amendment

Amendment to proposal:

<https://planning.welhat.gov.uk/Planning/Display/6/2019/2760/OUTLINE?cuuid=1FF766D8-009B-4F11-A26F-DEC735B95648>

Decision

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

If the planning authority resolves to grant permission, the highway authority recommend inclusion of the following advisory note and conditions to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980

Condition 1a: No development shall commence until full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- Roads, footways.
- Foul and surface water drainage.
- Access arrangements.
- Parking provision in accordance with adopted standard.
- Loading areas.
- Turning areas.
- Reinstatement of extinguished accesses to footway

Condition 1b: Standard Highway works Prior to the first occupation hereby permitted the details approved in Part A of this condition shall be completed in accordance with the approved details. Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018)

Condition 2a: Improvement of existing Bus Stops

Notwithstanding the details indicated on the submitted drawings no development shall

commence shall commence until a detailed scheme for the offsite highway improvement works, being defined as provision of Kassel kerbing to two bus stops (E/W) immediate to the site, provision of informal pedestrian crossings as shown and to include across Colesdale Farm access, and improvements to footway conditions between Cuffley urban boundary and the site, have been submitted to and approved in writing by the Local Planning Authority. Condition2b: Section 278 Prior to the first occupation hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details under a section 278 agreement. Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition3: Access Prior to the first occupation of the development hereby permitted vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be provided in accordance with the approved in principle drawing (Ref-24794-08-020-01 rev B). Any other access(es) or egresses shall be permanently closed, and the footway shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access. Reason: To ensure construction of a satisfactory development and in the interests of highway safety and amenity in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018). Condition4: Visibility Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan number 24794-08-020-01 rev B. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway. Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018). Condition5: Colesdale Farm Access Prior to first occupation details of measures to prevent unauthorised vehicle transition between the residential development hereby permitted and Colesdale Farm access to be submitted for approval in writing, and such measures provided and maintained in perpetuity thereafter. Also the existing access for Colesdale Farm access will be restricted to Farm access only as shown on the drawing (Ref- A_1921 PL100 Rev-B) Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018). Condition6: Construction Management Plan No development shall commence until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of*: a. Construction vehicle numbers, type, routing; b. Access arrangements to the site; c. Traffic management requirements d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); e. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times; h. Provision of sufficient on-site parking prior to commencement of construction activities; i. 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, pedestrian routes and remaining road width for vehicle movements. Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Advisory Notes HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980. AN1) Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx. Such matters shall be useful in the preparation of details in respect to condition 2 above. AN2) 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/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047. AN3) 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/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047. AN4) 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. AN5) 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/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047. AN6) The applicant is advised that all new roads / the routes marked on the plan / the routes described below* [delete as appropriate] associated with this development will 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 www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047. Policy Review As part of the Design and Access statement, the application should take account of the following policy documents; • National Planning Policy Framework (July 2018); • Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May2018] • Roads in Hertfordshire Design Guide 3rd Edition -2011 Planning History; • WH/122/2019 District Ref: 6/2019/0882/OUTLINE Site: Colesdale Farm, Potters Bar • WH/45/2009 District Ref: S6/2008/2224/MA Site: Colesdale Farm, Potters Bar COMMENTS: Further to the previous application (Ref-WH/122/2019 District Ref:

6/2019/0882/OUTLINE), the original response to this consultation was provided 30/05/2019 and had regard to a Transport Statement prepared by M-EC Consulting Development Engineers (April 2019). At such time, objections were presented by the Highway Authority to the application, in particular noting issues and discrepancies between the scheme described in the Transport Statement and those shown on supporting plans, as well as issues with the assessment of visibility. The applicant now submits Transport Statement rev A and recognises that it responds directly to the concerns set out in the line of previous response. Further, drawing 24794-08-020-01 Access Design and Visibility Splay Drawing is provided which would be acceptable in the highway terms, though the provision of providing of Kassel kerbs is missed.

Trip Rates My previous comments agreed trip rates, it is unnecessary to repeat such comments. The TS now presents trip rates based upon a floor area of existing employment / warehousing (4132m²) and therefore represents 1 additional vehicle trip generated in the morning peak and 6 in the PM peak. As previously confirmed, on the level of vehicle trips generated due to the development, the impacts of these changes would be imperceptible within existing daily flows on the network. As above, the HA are acceptant that the change in vehicle trips associated with the proposed use (versus that onsite at present) is negligible.

Access Farm Access: The TS now corrects that the two existing points of access are to be retained, however defines that the existing Eastern access shall be retained solely for use by the existing Colesdale Farm. The repositioned, westernmost access shall serve the residential development proposed. Noting that the eastern access is unchanged (25m from junction of Northaw Road West / Northaw Road East / Cattlegate Road), and that its' use shall be restricted to the existing farm only, the Highway Authority are unable to demonstrate a reason that its existing use represents an unacceptable impact on local conditions. There are no reported accidents associated with its' use existing. It is recognised that visibility from this access is beneath that which the Highway Authority would require for new or amended accesses, but for the above reasons, cannot be applied retrospectively in the absence of a history of concern. Drawing A_1921 PL100 (Proposed Site Plans) appears to suggest the use of bollards between the Colesdale Farm access and the remainder of the site. Such an arrangement enables pedestrian permeability from the residential element proposed towards Cuffley, rather than directing them to the residential site access and then along Northaw Road West. Such an arrangement is acceptable in principle. I would recommend, by condition, that full details of measures to be provided to prevent vehicular transition between the two points of access be provided, in order to ensure that the arrangements are not demountable (except, perhaps, for emergency vehicle access) and shall be maintained in the position shown in perpetuity. The Highway Authority would expect that improvements to the existing (retained) access to Colesdale farm be provided as part of the package of off-site highway works in order to maintain and provide for pedestrian safety and convenience between the site and Cuffley.

Residential Access: The new Ts reveals that the western access, which shall serve the residential dwellings is relocated circa 15m further west than the present position. Such relocation provides this additional offset away from the junction (and improves visibility beyond that existing already. Drawing 24794-08-020-01 provides confirmation that visibility to the east is improved from 77m to 90m. As above, the Highway Authority are acceptant that given the scale and nature of uses on the site existing, against the level of trips reasonably arising from the proposed development, there is limited basis for suggesting trips intensify, and no evidence that use of the access with limited visibility is resulting in safety concerns. Access works as shown on the (Ref- 24794_08_020_01, rev-B) provide a 4.8m wide access with appropriate kerb radii (6m) and thereby enable vehicles to enter / leave and pass within the site. Provision is made for footways (2m) into the site, and provision by way of pedestrian tactile paving for an uncontrolled crossing point. An indicative crossing point is shown enabling easier transition north / south across Northaw Road. Such provision shall be subject to safety audit as part of S278 works but would – if safe to do so

– be supported as it shall enable improved access to / from west bound bus services.

Visibility: The County Council, as Highway Authority, sets out its' approach to visibility splays at junctions within its design guidance, Roads in Hertfordshire (specifically Section 1: Policy Information and General Guidance Chapter 1: Introduction, Standards and Informal Consultations paragraph 1.4 <https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/section-1-policy-info-highways-design-guide.pdf>). Such advice was issued very shortly after the publication of Manual for Streets 2 and is recognised as having not fully considered the effect of the additional research and advice presented within MfS2. Roads in Hertfordshire does recognise that MfS visibility requirements should only be used on roads with 37.5 mph (60kph) or lower actual (85th percentile) speeds. When traffic speeds on a high-class road are less than 37.5 mph then it is reasonable to apply the recommendations of MfS in terms of visibility and layout. RiH places an emphasis in such cases to the function of the road as simply a facility for moving traffic or serving more of a 'place' function. MfS2 itself identifies (para 1.3.7) that in rural areas many parts of the highway network are subject to national speed limits but have traffic speeds significantly below 60mph, and in such situations recommends that where speeds are beneath 40mph the requirements of Manual for Streets be used. Drawing 24794-08-020-01 demonstrates that, irrespective of gradients locally, visibility to the west of the new access can be provided to 120m. Such splays are compliant with DMRB standards for actual speeds, although beneath that necessary for posted speed and significantly above that required by Manual for Streets for roads with speeds assessed at the levels demonstrated in the TA. Visibility to the east from the new access can be measured as 90m. Such splay is measured to the centre line of Northaw Road East. Commonly visibility is measured to near side kerb but MfS recognises that in instances where physical measures exist to prevent overtaking and ensure a vehicle is in the correctly anticipated lane, that it is appropriate to measure to such a point. Northaw Road East provides unbroken white centre line markings (eastbound) as per TSRG Diagram 1013.1. Such markings prohibit drivers from encroaching on that area of carriageway used by the opposing flow of traffic, generally where overtaking visibility is restricted or where a hill has a climbing lane. 90m visibility to this point is commensurate to 85th %'ile speeds of 37mph but beneath that for actual speeds by reference to DMRB, it remains significantly above that directed by application of MfS / MfS2 having regard to 85th %'ile speeds. It is also necessary for the HA to recognise that visibility in this direction is increased by 23m from 77m (existing) to 90m(proposed). Whilst the 'place' function of Northaw Road at this location is limited, there are street lamps and provision of bus stops to both sides of the carriageway. In recognition of this, the negligible intensification of the access, assessed vehicle speeds directly outside the site, absence of collision history and that the access is relocated in a manner that improves visibility beyond that available at present, I would be satisfied to consider that the access would be compliant with the recommendations of MfS2, and in keeping with the direction of Roads in Hertfordshire. Visibility splays may require trimming of hedgerows, but such works appear deliverable within highway limits or land within the developer's control.

Traffic Survey: The application now confirms the position of the ATC survey used within the TS. The application confirms that the site was within the frontage of the redline. I see no reason to dispute the survey data, nor consider that vehicle speeds within the confines of the red line shall be subject to significant variance along this section. The ATC data demonstrates that mean speeds are 29 mph in both directions, with the 85%'ile speeds as 34 and 36 mph (west / east respectively).

Sustainability The site is located 1.5km from Cuffley Railway Station, with the centre of Cuffley and primary school provision (Cuffley School) beneath this distance. The site is 1.8km from centre of Northaw Village, with primary provision in this location also (Northaw C of E). It is noted that Crews Hill is circa 2.28km from the site, however, such

routes are not provided with footways and noting the distances involved and that Cuffley / Crews Hill are on the same line, it is envisaged that there is no likely attraction to Crews Hill station. Whilst the IHT Guidance for Providing for Journeys on Foot directs that distances of 1km are usually considered acceptable for Commuting / School walking trips but recognises a preferred maximum of 2000m for such trips. Accessing rail services (as well as school and shopping opportunities) is within an 18-minute walk of the site and would be considered acceptable. The Highway Authority would support (above) retention of pedestrian routes within the site emerging at the point of the existing eastern access but would – above – require such routes to interact safely with any retained access for the Farmhouse. It would be appropriate to observe at this time that any scheme found to address the above concerns shall reasonably be required to make a second strand contribution in accordance with this guidance towards measures to support and promote the use of non-car-based modes of travel. The site is fronted by bus stops E/W. Such stops are served by route 242, providing approximately an hourly service (greater in the peaks). Bus stops are flag only and shall require improvement to provide easy access to public transport. Footways exist linking the site to local population centres (Cuffley). Such footways are continuous on the north side, limited in width. Opportunities exist to improve pedestrian conditions, this may be siding out existing vegetation / verge encroachment, or potential improvements along the length. The Highway Authority would consider it reasonable to expect that as part of the package of off-site highway works footways between the site and the boundary of the Cuffley urban environment be assessed, and should be subject to a package of measures to maximise their utility – such works to include, as a minimum, siding out of footways to back edge. Provision of Kassel kerbs: Bus stops would require provision of Kassel kerbing, to enable easier transition between footway and services in order to meet accessibility standards. The Highway Authority would expect such improvements be provided as part of the off-site highway works. Off-site highway works (and for avoidance of doubt shall include, improving footway conditions, provision of tactile crossing facilities across access / Colesdale Farm access / and Northaw Road and provision of improvements (accessibility) to east / west bound bus stops immediate to the site) as well as reinstatement of extinguished access to same line, level and construction as adjacent footway shall be expected in lieu of a financial planning obligation towards measures to promote sustainable transport. Construction activity has the potential to have a material impact on local highway conditions during the period of construction. It is considered reasonable to require a Construction Management Plan to reduce, to the lowest level practicable, impacts arising during construction particularly at AM peak and hours aligned to school pick up / drop off. SECTION 278 – FOR WORKS ON EXISTING ROADS A Section 278 legal agreement between a Highway Authority and a developer enables the developer to carry out works on a highway or make improvements to the public highway In this instance, the developer would need to enter a section 278 agreement with HCC to carry out the proposed access improvement works within public highway. According a ‘Grampian’ condition of the planning consent, which prevents any of the development work being carried out until the Section 278 agreement has been fulfilled. ROAD SAFETY AUDITS The DfT recommends that “all new road schemes and all modifications to the existing network, including re-design and maintenance” should have a Safety Audit. In the light of the above statement and to ensure that the proposed modification to the existing access off Hitchin Road shown on the drawing (Ref- 24794_08_020_01, rev-B) is safe and acceptable, a stage1 Road Safety Audit (RSA) would need to submit

Adoption of Internal Road Layout and Parking: The highway authority would expect that all internal road parking bays will be constructed as per adoptable standards as described in Roads in Hertfordshire. In this instance, such matters are reserved. The Highway Authority would observe at this time however that all roads comprising the development would be expected to remain private. Conclusion: Hertfordshire County Council as the Highway

Authority has considered that the proposal of development would be acceptable in the highway terms. Therefore, HCC has recommended no objection to the proposal of the development in principle subject to the above recommended planning conditions and highway informative

Shamsul Huda

Date 25/11/2019

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