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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: 6/2020/2399/PN16
HCC ref: WH/3662/2020
HCC received: 2 October 2020
Area manager: Matthew Armstrong
Case officer: Ania Jakacka

Location

51 KENTISH LANE BROOKMANS PARK HATFIELD AL9 6NG

Application type

Prior Approval

Proposal

Prior Approval for temporary use of the site (both the house and garden) for commercial film-making for no more than 9 months in any 27 month period.

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:

1/. Prior to the first use of the application hereby permitted a Temporary Traffic Regulation Order (TTRO) for parking and waiting restrictions that are required to prevent parking in Kentish Lane must be secured in place and implemented during the duration of the use of the application site.

Reason: In the interests of highway safety, amenity and capacity to ensure free and safe flow of traffic and to be in accordance with Policies 4, 5, 12, 15 and 17 of Hertfordshire's Local Transport Plan (adopted 2018).

2/. No development shall commence until a monitoring programme to control traffic queuing and parking overspill during the duration of the use of the application site shall be submitted to and approved in writing by the Local Planning Authority. The monitoring programme shall be implemented as agreed.

Reason: In the interests of highway safety, amenity and capacity to ensure free and safe flow of traffic and to be in accordance with Policies 4, 5, 12, 15 and 17 of Hertfordshire's Local Transport Plan (adopted 2018).

Comments:

The proposal is for the temporary use of the site (both the house and garden) for commercial film-making for no more than 9 months in any 27 month period. Access will be provided via the existing entrance into the property off Kentish Lane (no 51).

Kentish Lane is a classified B-road and a secondary traffic distributor road in Hertfordshire, subject to 40mph speed limit. There are no parking/waiting controls present in Kentish Lane since all properties have generous front private driveways meaning that there is minimal parking overspill onto the highway.

The main highway's concerns with this application relate to the volume of traffic that would be generated to and from the site, the risk of traffic queuing in the highway to gain access the site and parking overspill onto the highway.

The letter supporting the application states that sufficient parking provision will be made on site "to ensure all vehicles, including production vehicles, can be safely accommodated within the site and that there are no impacts on viability or safety for highway users". The letter then goes on stating that 14 vehicles can be accommodated within the site and that the filming companies will use a remote base from where they transport people in and out of the filming location. It is also stated that additional parking can be accommodated at No.53. The Highway Authority welcomes the proposed mitigation measures. In this case however it is noted the site is located next to a busy "B" road and in a close proximity to a bend in the road, where three accidents of which two were serious were recorded over the past 5 years period. The contributory factor to all accidents was speeding and loss of control over a vehicle.

The prior approval process allows imposing of planning conditions if the application would have an impact on highway safety. A temporary traffic regulation order to introduce "no parking/no waiting restrictions" in front of the site and over a distance of 200m measured from each side of the access would therefore be required (Condition 1). A monitoring programme to control the level of traffic queuing and parking overspill would also be necessary (condition 2). This should include the following details:

- a) full contact details (Name, Email, Phone) of the person responsible for: monitoring programme to control traffic queuing and parking overspill, community liaison, dealing with any complaints from local residents;
- b) the locations of any off-site parking areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the access can be accommodated;
- c) vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshal(s) may be required to ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.
- d) vehicles must not queue or circulate on the public highway.

Conclusion

The Highway Authority would not want to raise an objection to this application, subject to the two planning conditions recommended above. The conditions are necessary to ensure the highway safety is not compromised.

Signed

Ania Jakacka

6 October 2020