

Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHO242
County Hall
Pegs Lane
Hertford
SG13 8DE

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: 6/2020/3451/MAJ
HCC ref: WH/5158/2021
HCC received: 11 January 2021
Area manager: Matthew Armstrong
Case officer: Samuel Tearle

Location

WELLS FARM NORTHAW ROAD EAST CUFFLEY POTTERS BAR EN6 4RD

Application type

Full Application

Proposal

Demolition of existing buildings and erection of 14 dwellings

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:

Condition 1: 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;

j. 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).

Condition 2: Cycle Parking

Prior to the first occupation /use of the development hereby permitted a scheme for the parking of cycles including details of the design, level and siting of the proposed parking shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018)

Condition 3: Electric Vehicle Charging Provision

Prior to the occupation / use of the development hereby permitted, the development shall include an active Electric Vehicle charging provision for each dwellings and all other spaces are to be served with passive charging infrastructure.

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).

Condition 4: Visibility Splays

Prior to the first occupation / use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan number (1911-066.PL03 Rev C). 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).

Condition 5: On-Site Speed Management

Prior to the first occupation / use of the development hereby permitted, a private on-site speed management strategy must be submitted to the Local Planning Authority that identifies on-site measures that ensures vehicles travel at low speeds on approach to the footway crossover. Pedestrian visibility splays at the footway crossover must be submitted as part of the private speed management strategy.

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).

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN1) 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/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) 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/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) 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.

AN4) Roads to remain private: The applicant is advised that all new roads 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.

AN) Construction standards for S278 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/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

Planning Obligations (S106)

Sustainable Transport -

In accordance with the HCC Planning Obligations Guidance, contributions are sought on a unit rate basis and are pooled where appropriate. For residential use the charge is based on the number of bedrooms. The site is located in Zone 4 and given the presented proposals (6 x 2-bed units@ £750, 7

x 3-bed units@£1,125, 1 x 4-bed units@£1,500) this equates to £13,875 in (June) 2006 prices. The current SPONS pricing index suggest that this equates to £20,147 in today's prices.

Background

The Highway Authority issued their statutory consultee response on the 15th February 2021. This response recommended refusal due to insufficient information in relation to the visibility from the vehicular access and proposed 30mph speed limit change.

The applicant's transport consultant has since submitted a Technical Note, dated 11th March 2021. The Technical Note has included the following key details:

- x3 7-day speed surveys and updated visibility splays;
- Confirmation the applicant is no longer proposing to change the speed limit on Northaw Road East to 30mph.

Description of Proposal

A full planning application has been submitted for the demolition of the existing commercial buildings of (101sqm B2 and 828sqm B8 land use) for the erection of 14 dwellings. The dwellings are proposed to consist of:

- 6 x 2-bedroom dwellings;
- 7 x 3-bedroom dwellings;
- 1 x 4-bedroom dwelling.

Vehicular access to the site is proposed via the existing site access from Northaw Road East. The proposals include the provision of 32 car parking spaces, with each dwelling severed by one EV charging facility.

Pedestrian access is proposed to remain via the footway crossover.

Existing Site Description

The site is occupied by several buildings that have an established B2 / B8 commercial use. Existing access to the site is via a footway crossover onto the B156 Northaw Road East. Northaw Road East is a classified B highway and secondary distributor, subject to national speed limit. The speed limit changes to 30mph upon entering the main built form of Cuffley, approximately 290m to the north of the site access.

From the site access, a footway is located on the western side of Northaw Road East and links to the wider footway network in Cuffley and bus stops outside the Tennis Club.

Traffic Impact

Trip Generation

The Transport Statement has predicted the net vehicle trips by calculating the trip generation of the existing and proposed site uses.

The trip generation for the existing site has been based on trip rates for industrial units, derived from TRICs. The Highway Authority are satisfied with the use these trip rates.

The trip generation for the proposed site has been based on trip rates for houses privately owned, derived from TRICs. The Highway Authority are satisfied with the use these trip rates.

The net trip vehicle generation for the site is predicted to generate + 2 two-way trips in the AM Peak Hour and + 1 two-way trips in the PM Peak Hour.

The Highway Authority are satisfied that the predicted increase in vehicle trips does not warrant capacity impact assessments.

Highway Safety

The Transport Statement has included a review of the personal injury collisions over the most recently available five-year period that have occurred in the vicinity of the site. The review has shown no collisions occurred along the immediate site frontage and a limited number (14) of PICs along Northaw Road East between Station Road and Cattlegate Road, none fatal. The Highway Authority have checked the PIC review and are satisfied the collision record stated above.

Design Considerations

Vehicular Access

The development proposals intend to retain the existing footway crossover arrangement. Whilst a bellmouth arrangement for a proposed development of this size would be preferable, the Highway Authority is not averse to the retention of the footway crossover as it ensures priority remains with the pedestrian – in line with Policy 1 of HCC LTP 4.

Improvements to the condition / material of the footway at the footway crossover have been shown on 1911-066.PL03 Rev C and new dropped kerbs will be required. It is likely this will need to be provided by a S278 agreement.

Swept Path

The applicant has demonstrated the footway crossover arrangement is suitable to accommodate two vehicles passing on Drawing No. SP104 contained in the Technical Note. The applicant has also submitted Drawing No. SP101 that demonstrates a swept path analysis vehicle of 11.4m length entering and exiting the site access junction.

Visibility

Following discussions between the Highway Authority and applicant, the applicant commissioned speed surveys to be undertaken by a third party survey company.

The 7-day speed surveys (ATCs) were taken at the site access, to the north site access, and to the south of the site access between 2nd March – 8th March 2021.

The Highway Authority requested that the 85th percentile recorded speeds were used to interpolate the visibility splay Sight Stopping Distances (SSDs) contained in the DMRB.

The results contained in the Appendix of the Technical Note have shown that the 85th percentile speeds do not differ between northbound and southbound directions, and that the 85th percentile speed at the site access for a 7-day average was 47.2mph. Based on the interpolated method of SSDs contained in Table 2.10 of CD109, this would require a (Y) visibility splay of 138m.

The applicant has submitted visibility splay drawing (1911-066.PL03 Rev C) in the appendix of the Technical Note. This drawing has demonstrated a visibility splay of 2.4m x 160m from the access. On the basis that the 85th percentile speed has been shown to be 47.2mph, the Highway Authority are satisfied with the 'one step below desirable minimum' SSD for a highway subject to national speed limit. It is requested by way of planning condition that the visibility splays are maintained.

Speed Gateway

The Technical Note, dated 11th March 2021, confirms that the applicant is no longer proposing to change the speed limit on Northaw Road East to 30mph (superseding the proposal made in the original Transport Statement).

Based on the above visibility assessment and resulting analysis, the Highway Authority are satisfied an extension of the 30mph speed limit is not required.

Internal Highways

The applicant should be aware the internal highways at the site will remain private and the Highway Authority will not seek adoption.

Pedestrian Access

Pedestrian access to the site is understood to be via the footway crossover. The Highway Authority are satisfied with this arrangement and request that a private speed management strategy is provided on the highways internal to the site in order to ensure that vehicles travel at a low speed and measures are used to encourage drivers to travel at low speeds when routing out of the site and on approach to the footway crossover.

Refuse Strategy

The applicant has submitted Drawing No. SP101 a swept path analysis vehicle of 11.4m length entering and exiting the site access junction. The Highway Authority are satisfied that a refuse vehicle can enter and exit the site without the body of the vehicle encroaching on the footway.

The Drawing No.s SP102 and PL05 have shown that the maximum dragging distance for a bin collection is 25m and is in line with the standards set out in Roads in Hertfordshire: Highways Design Guide.

Car Parking

The proposals include the provision of 32 car parking spaces spread across garage, driveways, and allocated on-street parking spaces. The Highway Authority are satisfied with this level of parking provision.

The Transport Statement states that at a minimum of one parking space per dwelling will be for EV charging and an appropriate number of dwellings can be considered to be 'fully adaptable'. Hertfordshire County Council issued a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires all new developments to provide EV infrastructure. The Highway Authority therefore support this proposed level of EV infrastructure and request, by way of planning condition if permission is granted, that at a minimum each dwelling is served by an active EV charging space and all other spaces are provided with passive infrastructure.

Cycle Parking

The Transport Statement states that each dwelling will be provided with appropriate cycle parking and storage.

The Highway Authority are concerned about the lack of detail for the cycle parking provision and request, by way of planning condition if permission is granted, that cycle parking is provided in line with WHBC standards. The storage for the bicycles must be in a secure, covered and well-lit location.

Sustainable Transport Provision

The closest bus stops to the site are on Northaw Road East, approximately 130m and 180m from the proposed entrance to the Site. The bus stops for travel in both directions comprise of a stop flag and timetable board. Cuffley railway station is approximately a 1.2km walk distance.

There are no dedicated cycle facilities within the immediate vicinity of the proposed development site.

The footway provision along Northaw Road East links to a wider network of footways and other pedestrian facilities within Cuffley, providing routes to key services and local facilities. The Transport Statement has undertaken a review of local amenities and facilities based on the IHT Guidance for Acceptable Journeys on Foot. The results have shown that a number of facilities are within the preferred maximum distance.

Travel Plan

A Travel Plan is not required under the Hertfordshire County Council Travel Plan criteria. Although a Travel Plan is not required, it is recommended that the applicant provides sustainable measures to future residents such as travel information packs upon moving in order to encourage public transport and active travel use.

Planning Obligations / CIL

Welwyn Hatfield Borough Council is in the process of adopting CIL and therefore contributions sought towards sustainable transport are based on the S106 process. Until CIL is adopted, Hertfordshire County Council planning obligations toolkit will be used to identify the fee required in order to offset the impact of the site to the local highway, footway, cycleway and public transport networks whilst enhancing the and enhance sustainable travel options.

In accordance with the HCC Planning Obligations Guidance, contributions are sought on a unit rate basis and are pooled where appropriate. For residential use the charge is based on the number of bedrooms. This is calculated based on the site's accessibility zone.

The site is located in Zone 4 and given the presented proposals (6 x 2-bed units@ £750, 7 x 3-bed units@£1,125, 1 x 4-bed units@£1,500) this equates to £13,875 in 2006 prices. The current SPONS pricing index suggest that this equates to £20,147 in today's prices. HCC Highways would distribute this via S106 agreements to sustainable transport schemes to mitigate the impact of the development.

Conclusion

The Highway Authority have reviewed the additional information contained in the Transport Technical Note 01 and are satisfied the applicant has demonstrated the design and visibility of the proposed access arrangement is suitable to accommodate the proposed development.

The Technical Note confirms that the applicant is no longer proposing to change the speed limit on Northaw Road East to 30mph (superseding the proposal made in the original Transport Statement).

The Highway Authority does not wish to raise an objection to the updated scheme, subject to the inclusion of the recommended planning conditions and informatives.

Signed

Samuel Tearle

12 March 2021