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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: 6/2021/0773/FULL
HCC ref: WH/6300/2021
HCC received: 24 March 2021
Area manager: Matthew Armstrong
Case officer: Paul Marshall

Location

1 MAYNARD PLACE CUFFLEY POTTERS BAR EN6 4JA

Application type

Full Application

Proposal

The erection of a one storey roof extension to create 6 no. flats including 3 x 1 bed and 3 x 2 bed flats, with associated parking and cycle and refuse provision

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:

CON1) Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) the proposed access /onsite car and cycle parking / servicing / loading, unloading / turning /waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

CON2) Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of a minimum of 5.5 metres from the edge of the highway.

Reason: To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened and/or closed in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON3) No development shall commence until a Construction Management Plan 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 Traffic Management Plan shall include details of:

- a. Traffic management requirements;
- b. Construction and storage compounds (including areas designated for car parking);
- c. Siting and details of wheel washing facilities;
- d. Cleaning of site entrances, site tracks and the adjacent public highway;
- e. Provision of sufficient on-site parking prior to commencement of construction activities;
- f. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way

CON4) Prior to the occupation of the development hereby permitted, the site shall incorporate electric vehicle charging infrastructure for two vehicles

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).

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.

INFORMATIVES:

AN1) 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:

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2) Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery 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/development-management/highways-development-management.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) Construction standards for works within the highway: All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire – Highway Design Guide 126 (2011)". 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->

COMMENTS

The proposals are for the erection of a one storey roof extension to create 6 no. flats including 3 x 1 bed and 3 x 2 bed flats, with associated parking and cycle and refuse provision. Maynard Place is a private access spur road of Station Road which is maintainable by the highway authority and is a classified and provides a secondary distributor function in the road hierarchy. The vehicle speeds past this site are limited to 30 mph. There have been seven recorded accidents near the site in a rolling 5-year period.

PLANNING HISTORY

The application site has extensive planning history with 6/2020/1463/FULL and a pre application.

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers:

1254.01.PA2.001
1254.01.PA2.002
1254.01.PA2.010
1254.01.PA2.011
1254.01.PA2.020
1254.01.PA2.021
1254.01.PA2.100
1254.01.PA2.101
1254.01.PA2.102
1254.01.PA2.103
1254.01.PA2.200
1254.01.PA2.201
1254.01.PA2.202

PARKING

The quantum of parking for the site has been discussed at the pre-app stage (including 11 existing garages) and has resulted in 8 parking bays for the proposals two of which are for deliveries, this has been agreed by the Highway Authority. The applicant has stated, 'a single delivery bay was included within the proposed arrangement - it should be noted that this was shown on the basis that some informal deliveries to the commercial units have been allowed within the car park. However, this is not a formalised arrangement and all delivery spaces could be removed if required'. This arrangement is agreed by the Highway Authority and would allow the flexibility to accommodate further parking if required.

Drawing 1254.01.PA2.100 demonstrates a hatched passing area just behind the gates to the site to allow vehicles entering and leaving at the same time a place to pass. In previous discussions I suggested that parking bay 3 would have been a better option however, this is acceptable and allows for vehicles to enter and exit in a forward gear. Parking bays 2 and 3 at 6m x 2m accord with Manual

for Streets 8.4.39 for parallel parking. Parking bays 4-9 at 4.8 x 2.5m are in accordance with Manual for Streets 8.3.58, which states 'The recommended dimensions of off-street parking bays are that they are laid out as a rectangle at least 4.8 m long by 2.4 m wide for the vehicle'.

ELECTRIC VEHICLE CHARGING

Hertfordshire County Councils Local Transport Plan (LTP) 4 policy 5, is to "ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes", and policy 19, which aims to "address any barriers to supporting the uptake of ultra-low emission vehicle (ULEVs) in the county". The proposals should reflect this by provision of infrastructure for charging two electric vehicles.

CYCLE PARKING

Drawing 1254.01.PA2.100 shows 5 Sheffield cycle stands adjacent to parking bay 9. The latest guidance is the 'Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020) which recommends for cycle parking storage should be 2m (1.8m is acceptable) in length by 0.5m space between cycles. Outside cycle parking should be covered and lockable. Please see Condition 1 above.

SWEPT PATH ANALYSIS

The swept path analysis as demonstrated on drawing 2000460-001 Rev C shows vehicles can access the garages and parking bays. However, the number of turning back and forth manoeuvres is excessive as the parking area as a whole is confined to a small area. However, 8.3.53 of Manual for Streets states that... "Where space is limited it may not be possible to provide for vehicles to get into the spaces in one movement. Some back and fore manoeuvring may be required. This is likely to be acceptable where traffic volumes and speeds are low".

The applicant suggests that a gated private car park for residential access only and with vehicles at very low speeds conforms to Manual for Streets 8.3.53, the Highway Authority agree with this. I note the above drawing has used the Skoda Octavia model at 4.572m in length and a 5.339 3.5t panel van in demonstrating the swept path access to the garages and parking bays this is also acceptable to the Highway Authority.

ACCESS

No new access is proposed for the site. Drawing 1254.01.PA2.100 shows gates at the point of the existing access. This is in-line with Roads in Hertfordshire: Highway Design Guide 3rd Edition Section 4 – Design Standards and Advice where gates should be set back a minimum of 5.5m to safely allow vehicles to draw off the carriageway.

TRIPS AND FREQUENCY

It is accepted that the proposals will generate an additional 3 two-way trips during the AM and PM peak hour periods. This would have little impact on the surrounding highway network.

SUSTAINABILITY

In terms of sustainability the site being on the high street is close to shops and other amenities. In relation to bus stops these are within the 400m range of an acceptable walking distance. The train station is within 330m walking distance with trains to Stevenage and London Kings Cross.

In respect of cycling the Transport Technical Note 2.14 states 'The 15-minute cycle isochrone catchment area centred on the site demonstrates that the entirety of Cuffley, Crews Hill, Northaw, Newgate Street, Goff's Oak and a section of Churchgate are all within a comfortable cycling distance of the site'. This is proven and acceptable by the Highway Authority.

Schools

The nearest schools are Cuffley Primary School which is 0.4-miles and an 8-minute walk. The Highlands Comprehensive School is 5.3m miles and a 1hr 45-minute walk which can only realistically be reached by car.

VISIBILITY

The location and vehicular to vehicular visibility from the existing access is considered to be acceptable and in accordance with 'Manual for Streets' and 'Roads in Hertfordshire: A Design Guide'

EMERGENCY ACCESS

The nature of the site puts the proposals / access within 45 meters from the public highway (As required in accordance to MfS 6.7.2)

REFUSE / RECYCLING

Drawing 1254.01.PA2.100 demonstrates additional recycling capacity in the existing storage area. Collection by refuse operators remains the same.

CONCLUSION

Subject to the conditions informatives, this level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity therefore; the highway authority would not wish to restrict the grant of planning permission.

Signed

Paul Marshall

13 April 2021