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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: 20 May 2022  
Area manager: Matthew Armstrong  
Case officer: Steven Knight

### Location

1 LONGCROFT GREEN WELWYN GARDEN CITY AL8 6EP

### Application type

Full Application

### 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 recommends that permission be refused for the following reasons:

There is insufficient information supplied with this application to enable the Highway Authority to reach a recommendation. In the absence of the necessary information, the Highway Authority recommends refusal due to doubt over possible implications for highway safety, convenience and the sustainable travel credentials of the site. Specifically related to the following issues:

- a) Pedestrian access into and around the site
- b) Clarification on whether then road is a shared surface
- c) Clarification on any highway adoption or 'stopping up' proposed
- d) Cycle storage design to ensure 12 spaces can be provided

### COMMENTS:

The application seeks approval for the demolition of two semi-detached dwellings and the erection of one 4-bed dwelling and six 2&3-bed flats as well as associated infrastructure.

Longcroft Green is an unclassified local access road. The cul-de-sac is accessed from the access road into the Beefeater pub and Premier Inn hotel, which connects to Stanborough Road, a classified main distributor road (the A6129). Vehicle speeds on all of the roads described above are restricted to 30mph. There are several recorded slight accidents on Stanborough Road close to the site, but none appear to be related to the junctions into the pub and hotel or into Longcroft Green.

### **Access**

Vehicle access will be via an extension of Longcroft Green. The road will extend at a width of between 4.5m-4.8m, which is suitable for a development of this size, widening to 5.5m around the bend. Swept path analysis has been provided to show that the road layout is wide enough and suitable for a refuse freighter to access and turn within the site.

Thought should be given to the landscaping on the inside of the bend to ensure that it does not obstruct forward visibility around the bend. Similarly, vehicles leaving the site need to have adequate visibility of vehicle leaving Nos. 3 & 4 Longcroft Green and vice versa. This appears to be obstructed by the proposed hedge row.

It is noted that part of the site appears to be on highway land. The application does not state whether there is any 'stopping up' or dedication intended. Any work on the public highway would be subject to a S278 agreement with HCC and need to be constructed to highway standards. The extent of the highway will also need to be demarcated on-site as part of the final scheme. It appears that that existing highway boundary extends slightly further south than is shown on drawing 192 101.

The existing stretch of Longcroft Green consists of a tarmac carriageway with no footway and this arrangement appears to extend into the proposed development, but this is not acceptable based on current standards and prioritises the motor vehicle above pedestrians. If the development will be a shared surface then this needs to be clearly defined. Paragraph 3.5 of the Transport Statement suggests that a footway will not be provided but that pedestrians will not have to walk in the carriageway, but this seems unfeasible. Further information needs to be provided about which routes pedestrians will be expected to use.

It's also unclear what the main pedestrian route is into the site. It cannot be via Longcroft Green unless a footway is provided. The Site Plan appears to show an access from the shared footway/cycleway to the north of the site, but this is less than a metre wide. Pedestrians would then be required to give way to vehicles and it's not clear what route they would take to enter the building.

The net addition of five dwellings is unlikely to generate a significant number of additional vehicle trips to and from the site. The road adjoins an access road that serves 12 further houses, a hotel and a pub and provides access directly onto a main distributor road. The road network around the site is unlikely to be adversely affected by the small number of additional vehicle trips.

### **Sustainability**

The site is within 120m of the nearest bus stop, which provides access to Borehamwood, St Albans, Hatfield and Welwyn Garden City. Welwyn Garden City town centre, including the train station, is approximately 840m away, which is within walking distance. There are also several schools and leisure facilities within walking distance and the site benefits from an extensive footway/cycleway route around the town. Overall, the site can be considered sustainable offering a genuine choice of transport modes. However, as mentioned above, access to the site for more vulnerable road users required more thought.

### **Servicing**

Swept path analysis shows that the site will be accessible to refuse freighters. This also ensures that emergency vehicles and smaller service vehicles will be able to access the site. It is noted, however,

that whilst Longcroft Green only provides vehicle access to two other properties, it is also regularly occupied by parking cars. It is worth considering whether parked cars would prevent access for refuse freighters.

Once in the site, the bin store will be easily accessible and ensures that bin dragging distances will be acceptable.

### **Parking provision**

The site provides 11 parking spaces for the flats, including two disabled bays and the house will benefit from two parking spaces and a garage. The car parking provision is therefore in accordance with the LPA's parking standards. All of the parking spaces are adequately sized and benefit from at least 6m of turning space as required by Manual for Streets.

A cycle store is shown on the Site Plan and the Transport Statement states that it will provide 12 spaces (two per flat), which would be acceptable. Further details of the cycle store should be conditioned to ensure this is achievable as the store is only 3.3m wide. The house will benefit from a garage which can be used for secure cycle storage.

### **CTMP**

Should the application be approved, a Construction Traffic Management Plan should be conditioned to ensure the impact of the construction works on the surrounding area and highway network will be minimised and managed. As mentioned above with regards to refuse freighters, it should be considered whether parked cars will prevent access for large construction vehicles and how this will be managed.

### **Conclusion**

The highway authority recommends that the application is refused as it is not clear how pedestrian access will be prioritised over the motor vehicle, the construction/design of the access road and how the development will affect the highway boundary.

### **Signed**

Steven Knight

14 June 2022