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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: 6/2022/1812/FULL  
HCC ref: WH/13677/2022  
HCC received: 5 September 2022  
Area manager: Matthew Armstrong  
Case officer: Steven Knight

**Location**

35 NORTHAW ROAD EAST CUFFLEY POTTERS BAR EN6 4LU

**Application type**

Full Application

**Proposal**

Installation of new crossover

**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:

The proposed vehicle crossing does not comply with HCC's dropped kerb terms and conditions because the width of the property frontage is less than the required 13.6m and the gap between the crossings would be less than the required 4.5m. In addition, the second crossing is not required for the benefit of highway safety as the property frontage is large enough to allow vehicles to turn around and leave in a forward gear using the existing crossing.

**COMMENTS:**

The application seeks approval for the installation of a second vehicle crossing.

Northaw Road East is a classified secondary distributor road (the B156) with vehicle speeds restricted to 30mph. There is no recorded accident history within the vicinity of the site within the past five years.

In relation to second vehicle crossings, HCC's dropped kerb terms and conditions states the property frontage must be at least 13.6m wide, but the Site Plan shows that the property frontage is only 11.5m wide. It also states that a gap of at least 4.5m of full height kerbs should be retained between

the two crossings and whilst the Site Plan appears to show a gap of 5m this incorrectly includes the dropper kerbs.

The terms and conditions also state that carriageway drives are approved because 'it is safer to drive off a property in forward gear' and this is particularly important on a classified road such as Northaw Road. However, in this instance the property frontage is comfortably large enough to accommodate multiple vehicles whilst still providing enough turning space so that a vehicle can turn around and leave the site in a forward gear using the existing crossing. The highway authority therefore concludes that the second crossing is not required for the purpose of highway safety.

**Signed**

Steven Knight

9 September 2022