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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: 6/2023/0810/EIA  
HCC ref: WH/16640/2023  
HCC received: 3 May 2023  
Area manager: Manjinder Sehmi  
Case officer: Senober Khan

### **Location**

Former Hook Estate and Kennels Northaw EN6 4BY

### **Application type**

Screening/Scoping Opinion

### **Proposal**

Request for Screening Opinion to enquire if there is a requirement for an Environmental Impact Assessment ('EIA') in respect of a proposed retirement living (C2 – extra care) led scheme on the site of the Former Hook Estate and Kennels

### **Recommendation**

Given that the applicant will deal with all relevant Highways and Transportation matters via a submitted Transport Assessment and Travel Plan, the Highway Authority wishes to make no further comment on the requirement for an EIA.

### **Brief Description of Proposed Development by the applicant:**

The site has is located to the north of Coopers Lane Road; to the south of the settlement of Northaw and to the east of Potters Bar, Hertfordshire.

The outline planning application is proposed with all matters reserved except for primary means of access for up to 150 C2 (extra care) dwellings, including 30% on-site affordable housing, ancillary community facilities, extensive landscaping, and access from Coopers Lane Road. The development would be supported by appropriate car and cycle parking provision and electric vehicle charging points.

A Construction Environmental Management Plan (CEMP) will be prepared. The CEMP will include measures proposed to manage, mitigate and monitor the main environmental impacts of the construction, including light, noise, vibration, emissions to air, dust, litter, traffic, water and pollution incidents. The implementation of the recommended measures throughout the construction phase will be secured via planning condition so that any impact on ecology is minimised.

An Automatic Traffic Count (ATC) survey was undertaken on Coopers Lane Road. ATC surveys collect detailed traffic data comprising elements such as vehicle classification, speed, and volume data. The survey was commissioned for the week commencing the 22 June 2022.

The two-way Annual Average Daily Traffic (AADT) is summarised below. AADT is the total volume of vehicle traffic on a road for a year divided by 365 days. From the survey, this is taken from the average of a full 7-day week.

- Coopers Lane Road: 1,976 vehicles.

The maximum 85th percentile speed (mph) for each road (both directions) is summarised below:

- Coopers Lane Road: 42 mph.

The above data shows that the maximum 85th percentile speed on the roads are significantly below the speed limit of the road which is derestricted (60mph). The average speed on Coopers Lane Road is around 34.5mph.

There are no identified relevant local committed developments that would materially impact on the above study.

The full details of the baseline traffic data will be provided within the Transport Assessment.

The site has been reviewed in accordance with the following planning policy and guidance:

- National Planning Policy Framework (NPPF).
- Planning Practice Guidance (NPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014).
- Hertfordshire Local Transport Plan (2018).
- Welwyn Hatfield District Plan (2005) Saved Policies.
- Welwyn Hatfield District Plan Review – Car Parking Standards (2004).
- Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission (2016).
- Institute of Environmental Assessment (now IEMA) Environmental Assessment of Road Traffic (1993) (IEMA Guidance).
- Design Manual for Roads and Bridges (DMRB), LA 104, Environmental Assessment and monitoring.

### **Highways comments:**

Screening opinion from the HA:

From a transport view point a proposal of this scale and magnitude will have significant impact on the existing transportation network. Therefore, the HA will require an appropriate Transport Assessment/Travel Plan/supporting studies to assess the additional transport demand. These should be prepared in accordance with current Planning Practice Policy, HCC Design Guide and other industry accepted guidance on Transport Assessments (TA) with base-line parameters pre-agreed with the HA. All key issues such as development catchment area, base-line traffic flow/tuning counts at critical junctions/links, growth rates, assessment years, forecast projections, treatment and inclusion of committed development, trip distribution and development trip assignment methodologies, criteria for study area should be agreed with the HA through a scoping study prior to any capacity assessments being undertaken.

The TA should include the following information:-

1. The number, size and frequency of the vehicles that will be associated with the completed proposed development, including during the construction phases.
2. The proposed routing of the construction vehicles from the principal highway network, including vehicle tracking where necessary to show that the highway network can adequately accommodate the construction vehicles.

3. Details of the proposed access(s) into the site, including achievable visibility splays (DMRB), access widths, finished gradients, surfacing materials and drainage measures. The layout plan(s) should show the proposed access and its interface with the existing public highway network.
4. Details of the proposed parking/unloading/manoeuvring areas within the site during both the construction and operational phases by use of Construction Management Plan (CMP).
5. To ensure future proofing of the development, electric vehicle charging points should be provided for all modes of transport in line with national and local policies for cars/cycles/motorbikes/mopeds/service vehicles/etc.
6. The reports should include detailed long term management strategies to mitigate the negative transport impacts of the development in order to promote sustainable development.
7. Study area (extent to be justified/identified) the applicant will need to consider the impact of the development generated traffic on junction capacities/performance and the need for highway mitigation measures.
8. The development will be expected to provide significant improvements to the existing public transport (PT) facilities such as bus service and additional/improved bus stops. NPPF & HCC LTP4 identify PT plays an important role in encouraging sustainable travel options.
9. The reports should also include a comprehensive pedestrian and cyclists audit of the surrounding area to shops and facilities. This should be used to identify any shortfalls/deficiencies and to provide new improved facilities that promote active travel both onsite & offsite. This is an integral and essential part of all new sustainable developments.
10. The Transport Assessment will need to reflect latest guidance and current policy, in particular HCC's Local Transport Plan (LTP) 4 (May 2018).

LTP 4 Policy 1 (Transport User Hierarchy) considers that 'To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand and the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs.

LTP 4 Policy 5 (Development Management) states that 'The county council will work with development promoters and the district and borough councils to:

- a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.
- b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.
- c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.
- d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.
- e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.
- f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.

- g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users.
- h) Ensure new developments provide facilities for charging plug-in and other Ultra Low Emission vehicles, as well as shared mobility solutions such as car clubs.

It is Hertfordshire County Councils policy to seek a planning obligation in respect of Sustainable Transport including for all developments. The revised NPPF -July 2021 promotes accessibility by sustainable means including bus, cycling, and walking, and the provisions of S106 of the Town and Country Planning Act-1990 allows that planning obligations, governed by the guidance within CIL Regulations may be used to mitigate the impact of development. On 22 June 2021, HCC adopted a new toolkit to seek planning obligations towards sustainable transport. Full details on HCC's policy towards planning obligations may be found at the following web address <https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/who-we-are-and-what-we-do/property/planning-obligations-guidance.aspx#developercontributions>.

Based on the above, the county council will actively seek planning obligations which will improve sustainable transport facilities and services for passenger transport users who are using the development and generally for those users in the surrounding area. In addition to the strand 1 highway works outlined above, wider necessary / strand 2 highway measures are required. The headline figure as stated in our Toolkit is £6826 per dwelling (i.e., the average amount each new dwelling across the county needs to pay in order for the necessary new infrastructure to be delivered)

Please note this list is not exhaustive and the applicant will be expected to provide appropriate assessment information that reflects site conditions and its locality.

**Signed**

Senober Khan

25 May 2023