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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: 6/2023/1124/FULL  
HCC ref: WH/17057/2023  
HCC received: 13 July 2023  
Area manager: Manjinder Sehmi  
Case officer: Senober Khan

**Location**

2 Hill Rise Cuffley Potters Bar EN6 4EE

**Application type**

Full Application

**Proposal**

AMENDED PROPOSAL

Erection of 5 bedroom dwelling following the demolition of existing dwelling

**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 application has failed to demonstrate and substantiate a satisfactory design-led approach to the development's vehicle access design and layout.

The proposed use of the existing northern vehicle access sited opposite The Driveway junction with Hill Rise for the new build continues with past obsolete standards which are prejudicial to the highway safety of all road users, contrary to current higher standards of design and safety.

The application has failed to demonstrate a satisfactory policy and design-led approach to the provision of pedestrian visibility splay and the installation of gate which are prejudicial to the highway safety of pedestrians.

Cycle parking provision and storage for the new dwelling should be compliant with policies.

**Highway comments:**

In response to the HA's comments dated 28 June 2023, the applicant has submitted an amended proposed site plan (drawing no.20536-P002-1st) which shows the applicant continues to retain the

northern vehicle access opposite the junction of Hill Rise with The Driveway, 2m x 2m pedestrian visibility splays, the gate set back annotated 5.5m back from the kerb, existing vehicle access as pedestrian access only gate and EV charge points at the car parking bays.

For reasons explained in the HA's previous comments the use of the existing northern vehicle access instead of the southern vehicle access is not supported.

The applicant has incorrectly shown the siting of the pedestrian visibility splays, as stated in the HA's previous comments the splays should be from the back of the public highway, which in this case should be from where the red line boundary of the site meets the vehicle driveway as shown on the submitted drawing. The applicant is responsible for and should remove any foliage encroaching onto the public highway from the applicant's site.

The same applies to the proposed gate, it should be set back 5.5m from where the sites red boundary line meets the public highway and not from the kerb.

The closure of either of the existing vehicle access will result in the redundancy of the crossover, the applicant will be liable for the cost of returning the redundant second dropped kerb/crossover fronting the site along Hill Rise back to footway, this should be shown and annotated on the deposited plans.

The applicant has shown on the amended plan an EV pedestal and a cycle store without substantiating how the provision and storage/layout is compliant with HCC design and layout/ Cycle Design Guidance (2020, DfT).

**Recommendation:**

The Highway Authority under the current submission cannot support the application due to the application has failed to demonstrate a satisfactory policy and design-led approach to the vehicle access arrangements contrary to Hertfordshire's Local Transport Plan (LTP4) policies 5 and 6 and also contrary to the principles of sustainable development contained in the NPPF, therefore the proposals represent a risk to highway safety for all road users.

**Reasons for refusal:**

The application has failed to demonstrate and substantiate a satisfactory design-led approach to the development's vehicle access design and layout.

The proposed use of the existing northern vehicle access sited opposite The Driveway junction with Hill Rise for the new build continues with past obsolete standards which are prejudicial to the highway safety of all road users, contrary to current higher standards of design and safety.

The application has failed to demonstrate a satisfactory policy and design-led approach to the provision of pedestrian visibility splay and the installation of gate which are prejudicial to the highway safety of pedestrians.

Cycle parking provision and storage for the new dwelling should be compliant with policies.

**Signed**

Senober Khan

22 July 2023