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To: [Planning](#)
Subject: Planning application 6/2018/1519/MAJ - Land on the north of Chequersfield
Date: 31 October 2018 09:43:43

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

District ref: 6/2018/1519/MAJ

HCC ref: WH/185/2018 (Amended)

HCC received: 22/10/2018

Area manager: Manjinder Sehmi

Case officer: Alan Story

Location

Land on the north of Chequersfield
Welwyn Garden City

Application type

Full application

Proposal

Erection of 30 residential units with associated vehicular access, associated ancillary and enabling works.

Amendment

Amendment to application <http://planning.welhat.gov.uk/plandisp.aspx?recno=88153&cuuid=D26091C3-5C91-496D-B53C-42FFEE8E7492>

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:

Grampian condition

i) Concurrent with the creation of the proposed access, all footway works as shown in principle on drawing LSD209-01 J shall be delivered to the satisfaction of the Highway Authority; Reason : In the interest of promoting sustainable, non-car modes of travel from the development in accordance with the NPPF and LTP4.

Conditions

1) Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number LSD209-01 Rev J to the Highway Authorities requirements and standards. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway. Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

2) Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan number (LSD209-01 Rev J). The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

3) Prior to the first occupation of the development hereby permitted the proposed onsite car and cycle parking / turning 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.

Advisory Notes

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.

AN1) The applicant is advised that the storage 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/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) 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) The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. 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-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN5) The applicant is advised that all new roads associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long

term maintenance. At the entrance of the new estate the road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.

Comments:

HCC comments to the original consultation under this reference were provided 2/8/18, recommending refusal as the access and associated highway works were not demonstrated as safe or appropriate for the nature of the development.

The applicant has submitted revised details by way of revised block plan (LSD209-01 J) and updated Transport Statement (M-EC Consulting Engineers, October 2018).

The site is situated on the northern side of Chequersfield on the outskirts of a new residential development, and borders flat open land to the north. To the west of the applicant site are 48 x 48 two bed dwellings and associated parking and access road (planning reference N6/2006/1124/FP) This was a reserved matters application and the principal of residential on this site had been previously agreed by the LPA. The proposed dwellings are a complete new development proposal.

Chequersfield, a local access road (unclassified) is presently private from a point 40m west of the effective give way of the western arm of the roundabout junction of Chequersfield / Howlands (unclassified, local access) / Chequers (A1000, Principle Main Distributor). HCC are however satisfied that all works within this area of Chequersfield have been undertaken to an adoptable standard, and all RSA (Stage 3) recommendations addressed. There were, previously, three separate S38 agreements corresponding to the phasing of the wider development but these were never completed. The full development is complete and the developer seeking to progress adoption. HCC accept the principle of adopting Chequersfield (specifically that fronting the development site) and it is not unreasonable to expect the road to become highway maintainable at public expense sometime in the foreseeable future.

The development proposal seeks to provide an access onto Chequersfield
The development proposes 30 dwellings (residential flats) with associated parking and landscaping.

Chequersfield is provided at a width of 5.5m, sufficient to enable 2 way vehicle movement and in conformity with Roads in Hertfordshire – Design Guide specification for a Major Access, and therefore deemed sufficient to serve upto 300 dwellings

County Council records suggest that the quantum of housing contained within Chequersfield and roads served (i.e. Chequersfield, Berwick Place, Eddington Crescent and St Josephs Green) is circa 287 individual address points (not considering any subsequent sub divisions of original housing).

HCC policy is that no greater than 300 dwellings should be served from a single point of access with the highway network – the provision of 30 dwellings shall exceed such provision by 17. Roads in Hertfordshire (table 2.1.1.1) requires that major accesses should serve no greater than 300 dwellings. Noting Eddington Crescent provides a route through the site, and that the length of Chequers Field between roundabout junctions (junction Howlands / A1000/Chequers Field, and junction Chequers Field / Eddington Crescent) is provided at a width of in excess of 10m along its' length (80m), the development is unlikely to be contrary to HCCs policy. HCC consider that access for emergency vehicles for the low level of housing above this limit is acceptable.

Trip generation

The Transport Statement has reviewed TRICS in establishing trip rates. This remains unchanged to that considered and commented upon in my earlier response, and therefore I repeat my comments in this matter.

The TS has selected England sites, flats privately owned and has selected edge of town / suburban sites. Sample set considers small scale developments only, and utilises 10 year data. I am satisfied with the selection of sites. Trip rates are presented within Table 7 of the Transport Statement, and necessary to note that outputs are vehicle trip rates. The development is anticipated as resulting in 8 outbound vehicle trips in the weekday AM peak hour, and similar but opposing vehicle trips in the PM peaks. The Highway Authority confirm acceptance of the TRICs assessment.

The NPPF2 (para.109) directs that development shall not be refused unless the residual cumulative impacts on the road network would be severe. I do not consider that the predicted level of vehicle trips shall have a material impact on the operation of Chequersfield roundabout junction with A1000 / Howlands, nor on the wider network

Access

Access road is provided at 5.5m with radius appropriate for facilitating turning into / out of the site, favouring routing vehicles to the East, recognising that Chequersfield in the alternative direction is of limited facility and most vehicles will divert to the East only. Servicing for the development is accomplished from on highway, which is not considered unacceptable given the limited impact such infrequent activity shall have on capacity at this point.

Vehicle tracking has been undertaken (drawings 22573-08-010-03 / 04) demonstrating that the access is appropriate. Internally tracking is shown, and whilst the geometry of the site may limit the ability for cars to pass with ease at one location and for vans there is conflict, the frequency of such conflict shall be negligible with sufficient space and intervisibility within the site available that such limitations are not considered unacceptable.

Access provides suitably located tactile paving ensuring that pedestrians past the site have suitable facilities in accordance with LTP4 policies to promote walking. Internally additional tactile is provided for residents transitioning within the site.

Visibility is shown on drawing 22573-08-020-011 rev D as being provided to 43m in each direction, appropriate for posted vehicle speeds. Visibility to the West requires land within the applicants control including the need to reprofile the boundary, and therefore I recommend a condition requiring landscaping details consider the need to maintain visibility uninterrupted between a height of 600mm and 2m.

TS refers to visibility splays passing through parking bays (para. 4.6), however this statement is a throwback to the earlier scheme proposals, with these inset on-street parking bays removed from the updated scheme following my earlier comments in this matter.

Site layout Internal routes provide footways both sides on approach to the blocks formed. Whilst the parking area is not provided with such provisions, this is not, in itself unacceptable. Refuse bins are located within acceptable carry distance from Chequersfield itself, and swept path details demonstrate that emergency vehicles can gain access to the entire site, with facilities for turning for such vehicles in order that they may depart in forward gear without conflict with parked vehicles.

It is accepted that vehicles speeds shall be reasonably low and unlikely that the footprint of block A shall significantly impact on forward visibility.

Car Parking

The residential development, comprising a mix of 1 and 2 bedroom units, proposes 30 car parking spaces (1 per dwelling) as well as a 5 visitor spaces (a discrepancy is noted between submitted plans and TS – the TS describes 37 parking spaces be provided versus 35 as shown on drawing LSD209-01 rev J).

Parking within the site is provided in a manner that provides appropriate dimensions and clear space behind, such that all car parking spaces can be used without undue difficulty by modern private vehicle.

Parking occurs on-street within Chequersfield, with no opportunities (until adoption) to implement any localised waiting restrictions. I have no evidence to support that the raised table junction of Eddington Crescent with Chequersfield is ever compromised by on-street parking.

The scheme represents a shortfall on LPA own parking standards of 7 spaces, however I do not consider that such shortfall is likely to give rise to unacceptable impacts on safety locally.

Offsite highway works

Scheme proposals include the provision of footway along the front of the site, linking to the wider network – such off-site works shall be delivered concurrent with the access and shall require s278 approval.

Sustainability

Howlands, and the local roundabout junction serving the Chequers Field estate provides off carriageway cycle provision, and Howlands carries a section of the National Cycle Network route 12 (NCN). Proposals include secure cycle parking for each block which is welcomed. Bus stops to the site are located 390 and 505m from the site. The TS recognises that stop infrastructure shall benefit from improvement, and supports a financial obligation in such a matter.

(One closer stop – within Chequers Field estate – exists but is no longer served by an active bus route.

Local shops are an acceptable walk distance from the site, as are primary school and doctors surgeries.

Whilst pre-application, and previous comments suggest that contributions towards the improvement of bus stops locally, on review, the nature of the stops (Howlands, 390m/550m) prohibit the improvement of stops through provision of raised (Kassel) kerbs given the proximity of stops to resident vxos, with no opportunity to raise footway heights without creating unacceptable footway gradients.

Alan Story

Date 31/10/2018

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