

William Myers

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From: alan.story@hertfordshire.gov.uk  
Sent: 18 April 2019 09:39  
To: Planning  
Subject: Planning application 6/2019/0217/MAJ - Northaw House

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

**District ref:** 6/2019/0217/MAJ

**HCC ref:** WH/54/2019

**HCC received:** 21/02/2019

**Area manager:** Nick Gough

**Case officer:** Alan Story

**Location**

Northaw House  
Coopers Lane  
Northaw  
Potters Bar  
EN6 4NG

**Application type**

Full application

**Proposal**

Conversion of Northaw House to form 11 apartments (including refurbishment of existing single caretaker's flat) and underground parking area, the ballroom wing to form 2 dwellings, the stable block to form 1 dwelling, refurbishment of existing dwelling at Oak Cottage, construction of 2 gate lodge dwellings, 3 dwellings within the walled garden, 7 dwellings within the settlement area, refurbishment of the walled garden, refurbishment of access routes and reinstatement of old route, provision of hard and soft landscaping, car parking and supporting infrastructure

**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 Style Condition**

i) Concurrent with the improvements to points of access (as condition 2 below), all off-site highway works shown on drawing KMC001-1 Rev 2 shall be delivered to the satisfaction of the Highway Authority, and shall also include improvements to NE bound and SW bound bus stops local to the site to provide Kassel kerbing. Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 1, 3 and 6 of Hertfordshire's Local Transport Plan (adopted 2018).

Conditions

1) No development shall commence until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of: a. Construction vehicle numbers, type, routing; b. Access arrangements to the site; c. Traffic management requirements d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); e. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times; h. Provision of sufficient on-site parking prior to commencement of construction activities;

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

2) Prior to the first occupation hereby permitted vehicular accesses (indicated for improvement on drawing number (KMC001-1 rev 2) shall be reduced in width and provided with kerb radii as shown. Prior to use arrangements 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 construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

3) 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 (KMC01 rev 01 and KMC02 Rev 01). 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: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Prior to the first occupation of the development hereby permitted the proposed access /onsite car and cycle parking / servicing areas 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 construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

#### 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) 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.

AN2) 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.

AN3) 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.

AN4) The applicant is advised that all routes within the site 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/](http://www.hertfordshire.gov.uk/services/transtreets/highways/) or by telephoning 0300 1234047.

## Comments

Development proposals represent change of use of offices to residential, and shall provide 27 residential units. I can confirm that the County Council has previously been consulted for pre-application advice, at such time, considering a slightly increased scheme of 31 residential units.

The schedule of housing provides a mix of units, but favours larger dwellings (3 or 4 bedroom)  
Development proposals are submitted accompanied by a Transport Statement prepared by KMC transport planning (Dec 2018).

Northaw House is currently used as B1 office land use, with 1 residential dwelling on site. The site is bound to the north, east, south and west by green open space. Judges Hill runs in an east – west direction further to the north of the site. Coopers Lane is situated to the west of the site and runs in a north - south direction. Coopers Lane and Judges Hill are classified as B, secondary distributor roads and are both subject to a 40mph speed limit. Vehicle speeds change to 30mph limit, on approach from Judges Hill to Northaw Road West (at a point approx 25m west of the roundabout).

Supporting the TS (Appendix D) are traffic counts undertaken January 2018. Counts were undertaken at a time that, to my knowledge, traffic levels would be considered normal, occurring during school peaks. Counts include speed data.

## Trip rates

Trip rates were agreed between the applicants Transport specialist and the Highway Authority through pre-application discussions. The TS has used TRICS in the prediction of trips for the proposed residential development. Inbound trips of 0.137 vehicle movements per dwelling are agreed with 0.421 per dwelling outbound in the AM peak. 0.366 Inbound, 0.164 outbound in the PM peak.

Applied to the quantum of development, the development is predicted generating 3 inbound car journeys and 10 outbound car journeys in the AM peak, and similar (but opposing) levels of movement in the PM peak.

The development represents change of use of land providing office accommodation, and removes 1789m<sup>2</sup> of such use. Office use is a generator of traffic, and the HA have agreed trip rates under the aforementioned pre-app. The office use is considered as having the potential to generate 47 inbound vehicle movements in the morning peak, and similar (but opposing) in the PM peak.

The HA recognise that the replacement of office accommodation with residential results in a significant potential for removal of vehicle trips on the immediate, and wider, highway network, and therefore in terms of impacts consider the development as acceptable.

The TS has undertaken traffic counts on the B156, in close proximity to the site access, and demonstrates that average weekday daily AM flows are 545 vehicles (2 way), and similar levels of traffic in the PM peak. Vehicle speeds are measured as mean speed 32mph.

Development proposals, in addition to representing a potential for significant reduction in trips beneath that associated with existing uses on the site, could not be considered as having a Severe impact on local conditions.

## Access

Northaw House (representing the existing commercial (office) use) is currently accessed via a simple priority junction with Coopers Lane. Eastern Lodge (residential) has enjoyed access from Judges Hill. It is proposed that the internal road within the site is extended, which will connect to the mini-roundabout on Judges Hill to the east. As a result, there would be two vehicular access points to the proposed development, which would be connected by the internal road. It is described that historically there was a route between these two points, but that such connectivity has been removed. All routes within the red line are private roads.

The TS envisages that traffic arriving / departing the site will elect to use whichever access is most appropriately located for the direction of travel, which seems appropriate.

Routes within the site would be expected by the Highway Authority to remain private. To this end, signage (at entrance / within the site) may be used to discourage through traffic, and vehicle speeds within the site given the carriageway widths etc will be lower than remaining on Judges Hill / Coopers Lane (30mph / 40mph). With the associated need to negotiate a minimum of one junction, the Highway Authority do not consider that there would be significant risk of rat running through the site, and referring to the private nature of the site, such activity could be addressed through imposition of additional measures to discourage any such activity.

The eastern access comprises a mini-roundabout junction with Judges Hill / Northaw Road West. It is recognised that the nature of this mini-roundabout is historical and not to current standards, however, a review of accidents (5 year, latest to date) identifies no accidents associated with the roundabout operation. It is recognised that flows on the minor arm (site access) are insufficient (existing) for a roundabout junction to be the ideal solution, recognising that flows on the minor arm would be too infrequent for vehicles using the junction to anticipate. It is appreciated that Northaw Village is subject to a scheme of speed restraint through the village, and that this is achieved through speed cushions – the roundabout junction (and that outside the riding stables on the eastern side of the village) act as the gateway features to this speed management area.

Whilst the TS does not consider Origin / Destination assessment of trips, the Highway Authority has agreed at pre-application stage, that given the low of trips (being 10 outbound trips (vehicle) in the AM peak), that neither access shall experience a significant change in trips.

Access arrangements were subject to Stage 1 Road Safety Audit (KMC Transport Planning – 24 May 2018). HCC, as Highway Authority, have considered the outputs from the RSA, as well as designer response, and

set out additional requirements in its' Development Management Road Safety Review (25 July 2018). Such reports are available as appendices to the Transport Statement.

Such recommendations are accepted within the TS.

Visibility from the eastern access is sufficient for the posted vehicle speeds (43m SSD adjusted in both directions). The proposed junction changes (removal of miniroundabout and replacement with priority junction) is deemed acceptable to the Highway Authority. Such improvements also include hardening of carriageway edge for improved definition, and replacement signage (to TSRGD) for road humps, and associated lining.

Improvements to the Western Access are also found to be agreeable to the Highway Authority. Access width is reduced to encourage slower vehicle speeds into the site, whilst simultaneously reducing the distance that pedestrians are within a point of conflict with vehicles. Lining on highway shall be refreshed (slow markings / centre line).

Visibility, from the western access, is assessed as deficient to MfS standards for a 40mph road, however the application is supported by speed survey data indicating that 85% 'ile speeds are measured at 35mph. It is therefore recognised that the western access, despite a number of minor improvements (junction radii / improved road marking / slow markings on approach to the bend) has visibility beneath that required. The use of MfS visibility splays is correct recognising that the County Council identifies within Roads in Hertfordshire: Highway Design Guide 3rd Edition Section 1: Policy Information and General Guidance Chapter 1 that MfS recommendations may be used on roads with 37.5 mph (60kph) or lower actual (85th percentile) speeds.

It is recognised that drawing KMC-01 rev 01 incorrectly identifies the visibility splay. Visibility splays, as directed by MfS are measured to the kerb face, whereas KMC-01 measures to centre line. At this point on Coopers Lane no physical measure prevents vehicles overtaking. Actual visibility would therefore be measured as 49m to kerb face, or 52m to a point that vehicles would be expected to be (MfS2).

As identified within the safety audit, there is no history of accidents at this location associated with the use of the access and as accepted above, the level of trips generated by the proposed residential development is significant reduced to that which may reasonably be generated by the extant use on the site. Opportunities exist to ensure that the visibility splay as shown on drawing KMC01-01 which appears to require treatment to existing boundary shall be maintained in future (conditioned).

Further It is, however, recognised that presently – due to the internal arrangements, all office traffic is directed to use this western access only. It is the Highway Authority view that the proposed reinstatement of the route through the site shall enable vehicles wishing to depart to the East to utilise the eastern access. The Eastern Access is considered as providing an appropriate arrangement with adequate visibility.

Whilst the TS has not undertaken an Origin / Destination assessment of potential trips, even accepting a 50:50 split of journeys to the East / West, applied to the level of trips generated in any peak (13 (2-way)) shall not result in a significant level of trips. Coopers Lane / Judges Hill (eastbound) is measured to carry circa 252 vehicles in the AM peak, 360 in the PM peak. An additional 5-10 vehicle movements would have negligible impact, amount to an average of 1 additional vehicle every 6 minutes.

#### Site layout

Internal routes appear to be above 4.5m in width, enabling the passing of vehicles within the site. Swept path plots for a 12.1m Refuse Vehicle are submitted as part of the TS (Appendix J), such plots demonstrate that large vehicles are able to access the site, manoeuvre and exit (including consideration of the adjusted Western Access) in a forward gear.

As above, all routes within the site shall be expected to remain private.

## Parking

A total level of parking provision of 57 spaces shall be provided within curtilage associated with the residential properties to be constructed, a further 12 spaces shall be provided for visitor spaces. Agreement of compliance against parking standards resides with the LPA however I would observe that the former LPA parking standards shall have already considered visitor parking, but I also recognise that the proposed level of parking is less than formerly provided across the estate as well as a recognition that whether marked spaces are provided there would be capacity for additional visitor parking.

Parking, within basement, should have regard to the recommendations of the IStructE guidance – Design recommendations for multi-storey and underground car parks - Fourth Edition.

## Construction

The TS identifies that a CMP is expected shall be required as a pre-commencement condition. I agree that such a requirement is reasonable, to ensure that arrangements are made to ensure that mud and other detritus is not tracked onto the public highway, that deliveries are scheduled in a manner to not have a significant impact on local conditions.

## Sustainability

The closest bus stops to the proposed development are located on Coopers Lane, to the west of the site. Both bus stops comprise of a flag pole. The bus serving the stop can be used to reach Potters Bar and Waltham Cross. Stops are inaccessible by persons with a mobility impairment

The site is serviced by Potters Bar Railway Station within a 2.1 mile distance from the proposed development location. The station is accessible by public transport and is reasonably within cycling distance.

Great Northern provide services from Potters Bar Station to many local areas including Finsbury Park and Hatfield.

Footway provision is available to eastern side of Coopers Lane, linking to the footway network of Potters Bar. It is recognised that walk distances are significantly beyond that normally considered an acceptable walk distance, however as above, distances are reasonable in terms of cycling.

It is recognised that bus stops locally are served by route 242 which provides upto 2 services per hour (weekday) and enables travel to Cuffley Railway Station, as well as Potters Bar.

HCC consider that it would be reasonable, in the interests of promoting sustainable travel and with regard to Policy 1, 3 and 6 of the Hertfordshire County Council Local Transport Plan 4 to improve access to bus services. Hertfordshire County Council sets out its' approach to planning obligations within its' document <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/planning-in-hertfordshire/planning-obligations-toolkit-for-hertfordshire.pdf>. The Highway Authority shall expect the upgrade of the local bus stops (NE bound / SW bound, immediately local to the site). Provision shall also need to be made for dropped pedestrian kerb to enable crossing of Coopers Lane. Such works shall be subject to Grampian Condition and expected to be delivered as part of the S278 works (being those improvements shown on drawing KMC001-1 Rev 2). Such works shall be in lieu of a financial planning obligation favouring the Highway Authority for delivery of such works.

**Alan Story**

**Date 18/04/2019**

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