

Job Name	Northaw House, Northaw
Subject	Transport Technical Note
Ref	18001/N01
Date	10 November 2020

Introduction

1. KMC is retained by LW Developments Limited to provide transport advice for the proposed development of 6 residential dwellings at Northaw House in Northaw, Hertfordshire. This technical note has been prepared to support the planning application for 6 new houses at Northaw House.

Planning Context

2. Planning consent was granted in January 2020 (LPA Ref 6/2019/0217/MAJ) for the redevelopment of Northaw House and other existing buildings as well as the development of 10 new residential dwellings to provide a total of 25 residential dwellings on the site.
3. A Transport Statement was prepared to support the consented scheme and pre-application advice was sought with Hertfordshire County Council (HCC) as the local highways authority in order to agree the key aspects of the transport assessment, including the trip rates and trip generation.
4. The pre-application advice with HCC was based on a 31 residential dwelling scheme, which resulted in the loss of the existing office use on the site. The HCC pre-application response is included as **Appendix A** of this note. Within the response the highways officer provided comments on the trip rates and put forward slightly revised trip rates. As part of the response, the highways officer calculated the net trip generation based on the HCC revised trip rates and concluded that the 31 dwelling scheme would result in a net reduction of vehicular trips in the AM and PM peak hours of -37 and -36 two-way vehicles, respectively. The HCC pre-application response concluded that the highway authority had no in principle objection to the proposed development.
5. At the time the Transport Statement was prepared, the scheme proposed a total of 27 residential dwellings. HCC did not raise a highways objection in their consultation response to the 27 dwelling scheme and noted that they had previously been consulted as part of the pre-application consultation with KMC on a 31 dwelling scheme. They noted that, as with the 31 dwelling scheme, the 27 dwelling scheme would result in a net reduction in vehicular trips on the highway network and that the development would not have a severe impact on the highway network.

Following the pre-application consultation with HCC on the 31 dwelling scheme and the Transport Statement being prepared on the basis of 27 dwellings, the consented scheme (LPA Ref 6/2019/0217/MAJ) was for a total of 25 residential dwellings.

Transport Statement for Proposed Development

6. This section of the note summarises the transport effects of the proposed 6 additional residential dwellings in addition to the consented 25 residential dwellings at Northaw House. It considers the effects in the context of the consented scheme and pre-application advice received from HCC for that application.

Baseline Conditions

7. The baseline transport conditions for the site were summarised in the Transport Statement for the consented scheme and are still valid for the proposed development, with the exception of the accident history which was for the 5 years period from 2013 to 2017.
8. Accident data for the most recent 5 year period (i.e. since 1st January 2015) has been obtained from the Crashmap database, which summarises the Personal Injury Collisions (PICs) for the surrounding highway network. **Figure 1** shows the location of the PICs.

Figure 1 – Personal Injury Collisions (2015 – 2019)



9. The data shows that there have been 2 serious PICs and 11 slight PICs within the vicinity of the site in the most recent 5 years.
10. The serious PIC to the east of the site on Northaw Road West occurred in July 2017 involved a male crashing his car at 7am on a Sunday morning and no other vehicles were involved. The serious PIC on Well Road occurred in July 2019 and involved a car colliding with the rear of another car moving off at the junction.

Development Proposals

11. It is proposed to develop 6 new residential houses at Northaw House to provide a total of 31 residential dwellings. The proposed development is included as **Appendix B** of this note. The dwellings that are proposed as part of this application are units 19, 20, 28, 29, 30 and 31.

Parking Provision

12. In January 2004, the Council adopted new parking standards as Supplementary Planning Guidance (SPG) to the District Plan Review. The SPG sets maximum standards for provision in new development and enables these to be reduced in accessible locations. The parking standards for residential use outside of Zones 1 and 2 are as follows:
- 1.25 spaces per bedsit or 1 bedroom unit;
 - 1.5 spaces per 2 bedroom unit;
 - 2.25 spaces per 3 bedroom unit; and
 - 3 spaces per 4+ bedroom unit.
13. It is proposed to provide 12 car parking spaces for the 6 x 3 bedroom houses, which is in accordance with the maximum parking standards.

Access Strategy

14. The consented scheme included the reinstatement of the internal access road and improvements to the eastern and western accesses to the site. Vehicle access for the consented 25 dwellings and proposed 6 dwellings would therefore be made via both the eastern and western site accesses. Swept path analysis of refuse vehicles using the 12.1m long refuse vehicle used in Hertfordshire was undertaken as part of the Transport Statement for the consented scheme and was accepted by HCC. The same refuse strategy applies for the proposed development.

Trip Generation

15. Residential trip rates were agreed with HCC as part of the consented scheme and are summarised in **Table 1**.

Table 1: C3 Residential (Private House) Proposed Vehicle Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-way	In	Out	Two-way
Trip Rates	0.137	0.421	0.558	0.366	0.164	0.530
Vehicle Trips	1	2	3	2	1	3

16. The trip rates have been applied to the 6 dwellings and show that the proposed development is forecast to generate 3 two-way vehicular trips in the AM and PM peak hours.

Traffic Effect

17. As set out earlier, HCC were originally consulted on a 31 dwelling scheme and concluded that it would result in a net reduction in vehicle trips on the highway network. Whilst the proposed 6 unit scheme will generate a small increase in vehicle trips (i.e. 3 two-way vehicular trips in the AM and PM peak hours), considered in the context of the overall redevelopment of the Northaw House site (i.e. 25 consented and 6 proposed residential dwellings) and the loss of employment, there will be a net reduction in vehicle trips on the highway network

Conclusion

18. KMC is retained by LW Developments Ltd to provide transport advice in relation to the proposed development of 6 residential dwellings at Northaw House in Northaw, Hertfordshire.
19. The conclusions can be summarised as follows:
 - The site is within walk and cycle distance of local facilities at Northaw and Potters Bar;
 - The site is also accessible to nearby train stations via the local bus service that routes passed the site;
 - A review of the PIC data shows that there is not an existing accident issue at the site accesses;
 - It has been demonstrated that the proposed development of 6 residential dwellings will generate a negligible level of traffic (3 two-way vehicles in the AM and PM peak hours);
 - Within the overall context of the redevelopment of Northaw House, there would be a total of 31 dwellings (25 consented + 6 proposed), which would replace the existing employment uses and result in a net reduction in vehicle trips on the highway network.
20. In summary, there are no transportation reasons why the proposals should not receive planning consent.

Appendix A

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

Kirsty McMullen
KMC Planning Ltd
26 Riverside
Cambridge

Your ref:
HCC ref: HM/81/2018
HCC received: 26/02/2018
Area manager: James Dale
Case officer: Lindsay McCauley

Location

Northaw House, Northaw, Coopers Lane
Northaw
EN6 4PS

Application type

Pre application

Proposal

Provision of 31 residential dwellings on the site, which comprise the conversion of Northaw House to provide 11 apartments and the development of 20 houses either through the conversion of existing buildings or new-build.

Decision

Other

Description of the Proposal

The proposal is for the redevelopment of Northaw House in Northaw to provide 31 residential dwellings.

The proposed dwelling mix is as follows:

- 4 x one bedroom dwellings;
- 6 x two bedroom dwellings;
- 12 x three bedroom dwellings; and,
- 9 x four bedroom dwellings.

It is proposed that a combination of both apartments and houses are provided within the dwelling mix.

Northaw House is currently accessed via a simple priority junction with Coopers Lane. 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. No improvements are proposed to either junction.

Site Description

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.

Analysis

The applicant has provided a Transport Statement Scoping Note for consideration by Hertfordshire County Council (HCC). The purpose of the Transport Statement (TS) is to ensure that minimal impacts to safety and functionality of the highway network occur as a result of the new development. The applicant will need to ensure the TS is prepared in accordance with the Roads in Hertfordshire Highway Design Guide 3rd Edition.

A Design and Access Statement (DAS) is required for all planning applications that have an impact on the highway, as outlined in Roads in Hertfordshire: Design Guide (3rd Edition). The DAS needs to include three potential aspects of access:

- Why the access points for the development have been chosen;
- How the site responds to road layout, road safety, and public transport provision; and
- How everyone can move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

Policy Review

The Transport Statement Scoping Note does not include a review of any policy documents. The applicant is required to consider the following policy documents within their Transport Statement:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance
- Manual for Streets
- Welwyn Hatfield District Plan (2005)
- Welwyn Hatfield Emerging Core Strategy
- Welwyn Hatfield Emerging Local Plan
- Roads in Hertfordshire Highway Design Guide 3rd Edition.

Transport Assessment

Trip Generation

A trip generation profile for the existing site and proposed development has been provided as part of the Transport Statement Scoping Note.

Existing Situation

The TRICS database has been used to determine the vehicular trip generation for the existing office land use and residential dwelling. The following criteria was used in the site selection process:

- Vehicle trip rates were considered;
- Weekday surveys were chosen;
- Category -02 - Employment - A - Office- was used for the office land use;
- Category -03 - Residential - C - Flats Privately Owned- was used for the residential dwelling;
- Suburban and edge of town sites were chosen;
- Sites in England, excluding Greater London, were considered;
- Sites with a GFA between 1000-3000sqm were chosen for the office land use; and,
- Sites with less than 100 private flats were chosen for the residential land use.

The AM Peak has been identified as 08:00 - 09:00 and the PM Peak has been identified as 17:00 - 18:00. The vehicular trip rates presented in the TS for the office land use are as follows:

- AM Peak: 2.880 arrivals, 0.208 departures and 3.008 two-way trips
- PM Peak: 0.416 arrivals, 3.327 departures and 3.743 two-way trips

The resultant trip generation for the 1789 GIA office is as follows:

- AM Peak: 52 arrivals, 4 departures and 54 two-way trips
- PM Peak: 7 arrivals, 60 departures and 67 two-way trips

However, a review of the TRICS online database has resulted in a lower trip rate for the office use, in particular for the PM Peak. Therefore, the above trip rates are not considered acceptable. The trip rates obtained from HCC's interrogation were as follows:

- AM Peak: 2.604 arrivals, 0.292 departures and 2.896 two-way trips
- PM Peak: 0.203 arrivals, 2.245 departures and 2.448 two-way trips

The resultant trip generation for the 1798sqm GIA at the existing site is as follows:

- AM Peak: 47 arrivals, 5 departures and 52 two-way trips
- PM Peak: 4 arrivals, 40 departures and 44 two-way trips

The vehicular trip rates presented in the TS for the residential dwelling are as follows:

- AM Peak: 0.068 arrivals, 0.233 departures and 0.301 two-way trips
- PM Peak: 0.226 arrivals, 0.102 departures and 0.328 two-way trips

The resultant trip generation for the one dwelling at the existing site is as follows:

- AM Peak: 0 arrivals, 0 departures and 0 two-way trips
- PM Peak: 0 arrivals, 0 departures and 0 two-way trips

This is considered acceptable.

Proposed Development

The TRICS database has been used to determine the trip generation for the proposed residential development. Different trip rates have been used for the proposed houses and the proposed flats at the development. This is considered acceptable.

The following criteria was used in the site selection process for the houses:

- Vehicle trip rates were considered;
- Weekday surveys were chosen;
- Suburban area and edge of town sites were considered;
- Category -03 - Residential - A - Houses Privately Owned- was selected;
- Sites in England, excluding Greater London were considered; and,
- Sites with less than 100 dwellings were chosen.

The vehicular trip rates presented in the TS for the houses are as follows:

- AM Peak: 0.137 arrivals, 0.421 departures and 0.558 two-way trips
- PM Peak: 0.366 arrivals, 0.164 departures and 0.530 two-way trips

The resultant trip generation for the 20 houses is as follows:

- AM Peak: 3 arrivals, 8 departures and 11 two-way trips
- PM Peak: 7 arrivals, 3 departures and 11 two-way trips

The following criteria was used in the site selection process for the flats:

- Vehicle trip rates were considered;
- Weekday surveys were chosen;
- Suburban area and edge of town sites were considered;
- Category -03 - Residential - C - Flats Privately Owned- was selected;
- Sites in England, excluding Greater London were considered; and,
- Sites with less than 100 dwellings were chosen.

The vehicular trip rates presented in the TS for the flats are as follows:

- AM Peak: 0.068 arrivals, 0.233 departures and 0.301 two-way trips
- PM Peak: 0.226 arrivals, 0.102 departures and 0.328 two-way trips

The resultant trip generation for the 11 proposed flats is as follows:

- AM Peak: 1 arrival, 3 departures and 3 two-way trips
- PM Peak: 2 arrivals, 1 departure and 4 two-way trips

The total trip generation profile for the 20 houses and 11 flats is as follows:

- AM Peak: 4 arrivals, 11 departures and 15 two-way trips
- PM Peak: 9 arrivals, 4 departures and 15 two-way trips

This is considered acceptable.

The Transport Statement Scoping Note does not include a multi-modal trip generation profile for the proposed development. Given the scale of the proposed development, this is considered acceptable.

Net Impact

The net impact of the vehicle trip generation following the closure of the offices and the development of the 31 residential dwellings, as presented in the Transport Statement Scoping Note, is as follows:

- AM Peak: -46 arrivals, +7 departures and -40 two-way trips
- PM Peak: +2 arrivals, -56 departures and -52 two-way trips

However, with the amended trip generation, the net impact would be as follows:

- AM Peak: -43 arrivals, +6 departures and -37 two-way trips
- PM Peak: +5 arrivals, -56 departures and -36 two-way trips

Committed Development

The Transport Statement Scoping Note does not include consideration of any committed developments. Given the scale of the proposed development, this is considered acceptable.

Trip Distribution

The Transport Statement Scoping Note does not include a trip distribution profile for the proposed development. Due to the reduction in two-way vehicle trips during both peak periods, this is considered acceptable. It is not expected that the proposed development will have a detrimental impact on the surrounding network.

Impact on the Highway Network Junction Assessment

The Transport Statement Scoping Note does not include any information on junction modelling. Due to the decrease in the number of two-way trips generated during both peak periods, this is considered acceptable and junction modelling is not required.

Highway Safety

The Transport Statement Scoping Note does not include a review of any collision data for the highway network surrounding the site. In any future submissions, the applicant is recommended to obtain and provide a review of collision data for the latest five year period from Hertfordshire County Council.

Refuse and Service Delivery

It is assumed that servicing and deliveries will take place within the curtilage of the site. The applicant will need to provide details on the number of service vehicles that will access the site, the size of the vehicles and the likely times of use.

Highway Layout

Vehicle and Pedestrian Access

The Transport Statement Scoping Note states that the existing vehicular access to the site via the simple priority junction with Coopers Lane will be retained. In addition, the internal road within the site will be extended to connect to the Judges Hill roundabout to the east of the site. All new or altered site accesses will be required to be designed in accordance with Roads in Hertfordshire: Highway Design Guide 3rd Edition and will be subject to S278 agreements.

The internal layout will need to be provided and the design will need to provide appropriate parking provisions in line with the Welwyn Hatfield parking standards and must provide appropriate arrangements to allow the largest vehicles accessing the development site to enter and exit the proposed access in forward gear. Therefore, the internal layout must provide sufficient space to ensure all vehicles using the proposed site are able to safely manoeuvre through, turn around and re-enter the highway in a forward gear. The proposed site access arrangements must be supported by a Stage 1 Road Safety Audit. If the roads of the internal layout are to be adopted by HCC, the roads must also be designed in accordance with Roads in Hertfordshire: Highway Design Guide 3rd Edition.

Swept Path Analysis

The applicant will need to provide swept path assessments of the proposed development for the internal layout and for the access proposals to ensure that servicing and refuse vehicles, and the largest delivery vehicles, can access and safely manoeuvre through the proposed development site.

Road Safety Audit

A Stage 1 Road Safety Audit will be required, at a minimum, to illustrate that proposed access arrangements are safe and appropriate. The Safety Audit should consider the road network through the site as well due to the interactions with pedestrians. Road Safety Audits will be required for all new or improved junctions as well.

Parking Provision

Car Parking Provision

The Welwyn Hatfield Parking Standards set out the following maximum parking standards for new residential developments:

- 1.25 spaces per one bedroom dwelling;
- 1.5 spaces per two bedroom dwelling;
- 2.25 spaces per three bedroom dwelling; and,
- 3 spaces per four bedroom dwelling.

Based on the proposed dwelling mix, this equates to a maximum provision of 68 car parking spaces.

The Transport Statement Scoping Note states that 68 car parking spaces will be provided for the residential units. An additional 16 visitor spaces will be provided. This equates to a total of 84 car parking spaces at the proposed development.

Justification for the over-provision of the car parking at the proposed development should be provided in any future submissions. However, it will be the responsibility of the LPA to determine the acceptability of the vehicle parking provision.

Cycle Parking Provision

The anticipated cycle parking requirements for the proposed development are to be provided based on the standards set out in Welwyn Hatfield District Plan Supplementary Planning Guidance Parking Standards (January 2004).

Accessibility

Public Transport

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.

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

A summary of the accessibility of the site will be required as part of any future Transport Statement submission.

Walking and Cycling

A footway is provided on the east side of the Coopers Lane carriageway. Street lighting is not provided along Coopers Lane. A footway is provided on the south side of Judges Hill. There are no dedicated cycle facilities in the vicinity of the site.

Travel Plan

Due to the scale of the proposed development, a Travel Plan will not be required.

Construction

A Construction Traffic Management Plan (CTMP) will be required to ensure construction vehicles will not have a detrimental impact on the vicinity of the site and a condition will be required to provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to the highway safety.

Planning Obligations/Community Infrastructure Levy (CIL)

Planning obligations will be determined at the planning application stage.

Summary

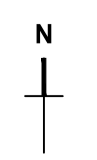
Hertfordshire County Council as Highway Authority have no objection to the proposed development in principle, subject to additional information to support that the proposed development would not have a detrimental impact on the local highway network.

The contents of this letter are an informal officer opinion and should not be taken as a formal response to a planning application. It may not reflect the contents of any formal reply made by the Highway Authority in response to an official consultation from the LPA on a planning application for a similar proposal.

Signed

Date 29/03/2018

Appendix B



bryant + moore
ARCHITECTS

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PROPOSED DEVELOPMENT AT:
Northaw House, Coopers Lane, Potters Bar, Hertfordshire EN6 4PS

PROPOSED SITE PLAN 1:1000@A1 MARCH 2018 **16_254_PL03**