

Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHO242
County Hall
Pegs Lane
Hertford
SG13 8DE

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: 6/2021/0072/MAJ
HCC ref: WH/5393/2021
HCC received: 25 January 2021
Area manager: Matthew Armstrong
Case officer: Samuel Tearle

Location

NORTHAW HOUSE COOPERS LANE NORTHAW POTTERS BAR EN6 4NG

Application type

Full Application

Proposal

Repair, refurbishment and 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 new Gate Lodge dwellings, 4 new dwellings on the East Drive, 3 new dwellings within the Walled Garden, 7 new 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 3 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 3) 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).

4) 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).

5) Prior to the occupation / use of the development hereby permitted, the development shall include provision for 10% (9) of the car parking spaces to be designated for plug-in Electric Vehicles (EV) and served by active charging points and all other spaces should have passive provision.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN1) Obstruction of public highway land: 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) Road Deposits: 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) Construction standards for 278 works within the highway: 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) Roads to remain private: 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/ or by telephoning 0300 1234047.

Description of Proposal

A full planning application has been submitted for the provision of an addition 6 residential units to the already consented scheme under application 6/2019/0217/MAJ for a development of 25 residential units. The proposals will result in a development of 31 residential units, in the form of 20 houses (11 x 3 beds, 9 x 4+ beds) and 11 flats/maisonettes (4 x 1 beds, 6 x 2 beds, 1 x 3 bed).

The proposals include the retention of the existing two residential units at the site.

To support the application, the applicant has submitted a Transport Technical Note (dated November 2020) that is to be read alongside original Transport Statement (dated December 2018).

Existing Site Description

The existing site includes land uses of 1,230sqm B1 office and 181sqm B8 Storage alongside one house and one flat/maisonette.

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).

Site History

The site has consent under planning application (6/2019/0217/MAJ) for a development consisting of 25 residential units. A Transport Statement, dated December 2018, was submitted to support the application. The Highway Authority reviewed this scheme and raised no principle objection, subject to the inclusion of recommended planning conditions and informatives.

It is noted that the Highway Authority have previously been consulted for pre-application advice, for a scheme of 31 residential units.

Traffic Impact

Trip Generation

The updated Transport Technical Note has included an updated trip generation assessment using the approved trip rates for the original Transport Statement which has found that the addition 6 dwellings will result in an additional increase of 3 two-way vehicle trips in teh AM and PM peak hours.

The Highway Authority have found that the development proposals, in addition to representing a potential for significant reduction in trips beneath that are associated with existing uses on the site, could not be considered as having a severe impact on local conditions.

Highway Safety

The Transport Technical Note has included an updated review of Personal Injury Collisions (PICs) for the period 2015 – 2019.

Supporting the 2018 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.

Design Considerations

Vehicular Access

The consented scheme included the reinstatement of the internal access road and improvements to the eastern and western accesses to the site. The proposals, as shown in Drawing no. KMC001-1 Rev 3, intend to retain the eastern and western accesses to the site as agreed with the Highway Authority in the consented development (6/2019/0217/MAJ). Therefore, all design requirements set out in the Highway Authority responses (dated 18/04/2019 and 29/08/2019) remain applicable.

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.

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).

Refuse Strategy

The Transport Technical Note has stated that the same refuse strategy applies for the proposed development as was approved in the consented application. The Highway Authority have reviewed this arrangement and consider it suitable as a swept path analysis of refuse vehicles using the 12.1m long refuse vehicle was undertaken as part of the Transport Statement.

Parking

The development proposals are to provide 12 car parking spaces for the 6 x 3 bedroom houses, which is considered to be suitable in terms of the Supplementary Planning Guidance (SPG) maximum standards.

No details of electric vehicle charging provisions has been provided. Hertfordshire County Council issued a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires all new developments to provide EV infrastructure. The Highway Authority therefore request, by way of condition, that at least 10% of all spaces on site (i.e. 10 spaces (based on spaces noted in the Application Form) are provided with active EV charging facilities and all other spaces should have passive charging provision.

No details of electric vehicle charging provisions has been provided. It is requested, that the proposed addition 6 dwellings are provided with cycle parking provisions, in line with the Supplementary Planning Guidance (SPG), and that the cycle parking should be secure, covered and well lit.

Public Transport Provision / Planning Obligations

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- 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 no.

KMC001-1 Rev 3). Such works shall be in lieu of a financial planning obligation favouring the Highway Authority for delivery of such works.

CTMP

The original Transport Statement identifies that a CMP shall be required as a pre-commencement condition. The Highway Authority 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.

Conclusion

The Highway Authority does not wish to raise an objection to the proposed development, subject to the inclusion of the recommended planning conditions and informatives.

Signed

Samuel Tearle

4 February 2021