

Planning Application Number:	<b><u>6/2018/0171/MAJ</u></b>
Comments Dated	<b><u>November 2018</u></b>
Site Address:	<b>Former Shredded Wheat Factory, Bridge Road, Welwyn Garden City, AL8 6UN</b>
Description:	Creation of a mixed-use quarter comprising the erection of up to 1,340 residential dwellings including 414 (31%) affordable dwellings (Use Class C3); 114 extra care homes (Use Class C2); the erection of a civic building comprising 497 m <sup>2</sup> of health (Use Class D1), 497 m <sup>2</sup> of community use (Use Class D1), 883 m <sup>2</sup> of office (Use Class B1) and 590 m <sup>2</sup> of retail (Class A1/A2/A3/A4/A5); alterations, additions and change of use of Grade II Listed Building and retained Silos to provide 5,279 m <sup>2</sup> of flexible business floorspace (Use Class B1), 270 m <sup>2</sup> Combined Heat and Power (Sui Generis), 2,057 m <sup>2</sup> International Art Centre (Use Class D1), 1,235 m <sup>2</sup> Gymnasium (Use Class D2), 1,683 m <sup>2</sup> of restaurant/coffee shop/bar (Use Class A1/A3/A4/A5), Creche/Day Nursery (Use Class D1) of 671 m <sup>2</sup> as well as a Network Rail TOC Building (Use Class B1) of 360 m <sup>2</sup> ; plus associated car parking, access, landscaping, public art and other supporting infrastructure.

**This report is to be read in conjunction with local highway authority response to planning application consultation relating to the same site, reference N6/2015/0293/LB**

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### **Highway Authority Recommendation**

Planning permission granted subject to Planning Conditions and completion of a Section 106 Agreement between the applicant, Welwyn Hatfield Borough Council and Hertfordshire County Council.

**Should the Planning Authority be minded to grant the following Planning Obligations should apply**

1 Travel Plan Monitoring Contribution of £6,000

Any grant of consent shall require an obligation towards the implementation of the Framework Travel Plan and subsequent Full Travel Plan.

It is the approach is included within HCC's adopted policy document 'Hertfordshire's Travel Plan Guidance for Business and Residential Development'  
(<http://www.hertsdirect.org/docs/pdf/g/greentravelplans.pdf>)

For a development of this nature and scale a contribution of £6000 shall be required.

**Additional items for consideration in S106**

- Any concerns about parking being displaced onto the public highway can be addressed by a S106 contribution towards appropriate parking controls within the study area (TN4 Parking Strategy).
- Financial support or other provision required to deliver car clubs.
  - All eligible residents will be provided with free Car Club membership for a minimum period of three years
  - Car Club usage will be continually monitored by the operator and reported to the management company quarterly. Car Club spaces will be provided at 3% initially with the ability to be increased, up to 6% depending on demand

## Recommended Planning Conditions:

### General Planning Conditions

1. Prior to commencement of development, detailed drawings of all highway works including details of the internal road layout and all materials to be used for hard surfaced areas including roads, cycleways, footpaths and car parking shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highways are constructed to the current Highway Authority's specification and that all highway areas are built to adoptable standards.

2. Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- Construction vehicle numbers, type, routing;
- Traffic management requirements;
- Construction and storage compounds (including areas designated for car parking);
- Siting and details of wheel washing facilities;
- Cleaning of site entrances, site tracks and the adjacent public highway;
- Timing of construction activities;
- Provision of sufficient on-site parking prior to commencement of construction activities;
- Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way

### Broadwater Road junction with Bridge Road (Part A)

- 3 Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as shown in principle on TPA drawing titled, Octabout Design Proposals Option A, numbered **TPA Drawing 1309-14 PL129**.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

### Broadwater Road junction with Bridge Road (Part B)

- 4 Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

### Broadwater Road and Bridge Road off-site highway works (Part A)

5. Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on TPA drawing titled, Broadwater Road Proposed Improvements with Centre Line, numbered **TPA Drawing 1309-14 PL137 , Drawing 1309-14 PL108 and Drawing 1309-14 PL120** has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

#### **Broadwater Road and Bridge Road off-site highway works (Part B)**

6. Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

#### **Hydeway (Part A)**

7. Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as shown in principle on drawing numbered ENTRAN SK20 has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

#### **Hydeway (Part B)**

8. Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

#### **Internal highway network**

9. No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

**Reason:** To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

#### **Cycle Parking Allocation – Public Realm and Private residential**

10. No works shall commence on site until a scheme for the parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

**Reason:** To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

#### **Internal detailed design**

11. Prior to the commencement of the development hereby permitted full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in

writing by the Local Planning Authority in consultation with the Highway Authority to illustrate the following: -

- i) Roads, footways, cycleways, foul and on-site water drainage.
- ii) Roads and footway.
- iii) Foul and surface water drainage.
- iv) Visibility splays.
- v) Access arrangements.
- vi) Parking provision in accordance with adopted standard.
- vii) Loading areas.
- viii) Turning areas.

**Reason:** To ensure satisfactory development of the site

#### **Suitable condition relating to proposed electric charging**

12 Words to be agree with Welwyn Hatfield Borough Council

#### **Travel Plan (Part A)**

13 The development hereby permitted shall not be commenced until an Overarching Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority, such Travel Plan shall accord with Hertfordshire County Council document 'Hertfordshire Green Travel Plan Guidance'.

**Reason:** To ensure that the development is as sustainable as possible.

#### **Travel Plan (Part B)**

14 No part of the development hereby permitted shall be occupied prior to the approval of the Overarching Travel Plan and the approval of the relevant Plot Travel Plans and the implementation of those parts identified in the approved Overarching Travel Plan referred to in Part A of this condition as capable of being implemented prior to occupation. Those parts of the approved Overall Travel Plan and the Plot Travel Plans implemented in accordance with the timetable contained therein shall continue to be implemented as long as any part of the development is occupied.

**Reason:** To ensure that the development is as sustainable as possible.

## **Highway Informatives**

It is recommended that the following advisory is included in planning permission documentation to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1. To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the public highway. All works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication "Roads in Hertfordshire - A Guide for New Developments". Before proceeding with the proposed development, the applicant should contact the HCC at, <http://www.hertfordshire.gov.uk/services/transtreets/highways/highwaysinfo/hiservicesforbus/devmanagment/dmhighwaysec278>

AN2) The applicant is advised that all new roads, unless subject to a S38 agreement secured as part of detailed design 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 <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN3) applicant is advised that if it is the intention to request that Hertfordshire County Council as Highway Authority adopt any part of the highways included as part of this application as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways, together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. The applicant is further advised that the County Council will only consider roads for adoption where a wider public benefit can be demonstrated. The extent of adoption as public highway must be clearly illustrated on a plan. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN4) 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 <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN5) 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 <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN6) 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 <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047

## **1.0 Highway Impact**

### **Additional References:**

- **Technical Note 5 – Vehicle Trip Rate Review**
- **Technical Note 6 – Residential Trip Rate Review and Hyeway Junction Re-assessment**
- **Technical Note 7 – Junction Capacity Analysis including redevelopment of adjacent Pall Mall site**

### **In addition from extant Permission (N6/2015/0293/LB):**

- **Technical Note – Broadwater Road SPD Trip Generation**
- **Broadwater Road West Supplementary Planning Document**
- **Technical Note – Paramics Modelling Results (May 2015)**

- 1.1 The applicant compares the proposed trip generation to the extant permission (N6/2015/0293/LB) and outline development proposals which are set out in the WHBC's Broadwater Road West Supplementary Planning Document (SPD).
- 1.2 Trip generation for the proposal was agreed with the highway authority in relation to the extant permission. It should be noted that significant work relating to trip rates has been carried out over recent years which started with the initial SPD. The applicant has demonstrated that where previous trip generation methodology is applied to the proposal it will generate similar level of trips. However, the applicant has also tested the current proposal using industry standard TRICS assessment (see TN6). The result of applying a TRICS assessment is a prediction of significantly fewer trips across the network. Therefore, in conjunction with the measures previously agreed as part of the extant permission, the highway authority does not wish to object to the proposal in relation to highway capacity.

### **Strategic Road Network**

- 1.3 It is understood that in relation to network capacity Highways England are not objecting to the proposal.

## **2.0 Broadwater Road junction with Bridge Road, Bridge Road East and Bessemer Road**

**Additional References:**      **Entran letter to Icen Projects Ltd (24 October 2018)**

**In addition from extant Permission (N6/2015/0293/LB):**

**Technical Note – Paramics Modelling Results (TPA May 2015)**  
**Technical Note – Review of Junction Trial Results**

### **2.1 Introduction**

- 2.1.1 Similar to the extant permission, as part of the off-site highway works it is intended to replace the existing signalised Broadwater Road/Bridge Road/Bessemer Road junction with a shared surface style roundabout. The proposal forms part of a wider scheme for Broadwater Road and Bridge Road which is intended to enhance the environment and overall connectivity for pedestrians and cyclists.
- 2.1.2 The junction is busy and at peak times and congestion is a common occurrence. Replacing a signalised junction with a roundabout layout will change how the junction performs. To maximize the benefits and apply the principle of shared surface it is necessary to naturally achieve driver/pedestrian/cyclist interaction. To ensure the appropriate environment is provided three lanes of entry into traffic signals will be reduced to single lane entries.
- 2.1.3 Broadwater Road is classified as a primary distributor. Therefore, in terms of traffic movement its role continues to be strategic. Historically, this area of Welwyn Garden City has been mainly industrial. A large proportion of industrial use still remains alongside typical office development. However, this proposal represents a major (and potentially continued) shift towards residential. Discussions relating to the extant permission concluded that the nature of Broadwater Road should change in line with the evolving nature/role of the route.

### **2.2 Traffic Modelling**

- 2.2.1 In relation to the roundabout option, to help the principle of shared space to operate successfully single lane entries are considered essential to the overall performance of the junction. Understandably, this level of change at a busy junction has been greeted with a level of apprehension.
- 2.2.2 The previous applicant carried out traffic modelling of a replacement roundabout junction the results of which suggested it could operate with the current and predicted level of traffic. Modelling results are summarised in Paramics Technical Note submitted with the extant permission. However, it was acknowledged that traffic modelling should only be considered as one of the 'tools' used to assess the junction. Following the positive results of the modelling, early in 2015 a practical experiment was carried to test the theory.

### **2.3 Junction Trials**

- 2.3.1 In an unusual approach, to test theory, the junction was temporarily laid out as a roundabout. The traffic signals were switched off, covered and replaced by temporary traffic management to reflect a roundabout design.
- 2.3.2 The trials were undertaken over a three week period, from the evening of Sunday 18th January to Sunday 8th February 2015, and tested the following scenarios:
- Roundabout with no carriageway narrowing on approach arms;
  - Roundabout with two lane approach on all approach arms; and

- Roundabout with single lane approach on all approach arms.

The different layouts used in the trial are reported in Technical Note – Review of Junction Trial Results.

- 2.3.3 The applicant produced a comprehensive Technical Note which summarises the results of the trial, it concludes,

*'It is considered that the results of the survey indicate that the roundabout was able to accommodate traffic flows that were generally reflective or higher than the signalised junction accommodated during the baseline surveys.'*

*'The results of the surveys suggest that pedestrian numbers improved as the number of approach lanes reduced. It is considered that through detailed design the pedestrian environment would be further enhanced through slower vehicle speeds and more formalised crossing arrangements which would further encourage pedestrian movement in the area.'*

- 2.3.4 It should also be noted that an extensive consultation exercise was carried out with the residents and road users. Notices on site and high profile articles in local newspapers invited comments to be fed back through to the applicant's transport team. The results demonstrated overwhelming support for the new layout.

- 2.3.5 The main problem highlighted by the trial was the problems pedestrians experienced crossing at this location. There is an existing strong pedestrian desire line across all arms, which is anticipated to increase as the area is redeveloped. The design team is aware of the inherent difficulties roundabout junctions have in relation to pedestrians crossing. Feedback from the trial suggests that pedestrians found it easier to cross each arm in the final week when the entry/exits were reduced to single lanes. This was to be expected. A level of pedestrian/driver interaction appeared to occur in line with the principles of shared space when vehicles approach the roundabout in single file. When the second lane entry lane was included pedestrians lost the personal interaction/connection with the outside lane often leaving them 'stranded' between lanes of traffic. In the final design, although the team is committed to delivering true shared space, it was conceded that zebra crossing across each arm may provide an extra level of priority which in this case/location may be required. It should also be noted that since extant permission was granted all highway authorities have been advised to review shared space style schemes. This will be a consideration in the detail design phases.

## **2.4 Design**

- 2.4.1 The applicant has provided a layout for the junction as part of the submission. At this stage the roundabout option considered most suitable is shown as drawing 1309-14 PL129. It is understood that this is only a starting point and the drawing should only be used to demonstrate an 'in principle' concept.

## **2.5 Materials**

- 2.5.1 As there is significant off-site works within adopted public highway it will need to be constructed to HCC standards, (Roads in Herts - Design Guide). Any enhanced materials used will be subject to a normal commuted payment as part of a legal agreement. At this stage details of materials and street furniture have not been decided.
- 2.5.2 The previous application identified the need to establish a materials specification for off-site works. This is still the case, however, it is generally acknowledged that the overall style/appearance will be in line with contemporary highway design which seeks to reduce street clutter. Although the materials have not been determined, initial thoughts are towards

simple, traditional materials with clean lines.

- 2.5.3 The off-site highway works will have a significant impact on street scene and overall 'feel' of the area. For this reason it is important that detailed design stage is subject to a further planning condition to allow all parties involved in the planning process to consider suitability of final appearance.

## **2.6 Works**

- 2.6.1 The highway authority will require the new junction and other works to be delivered through planning condition via Section 278 of the Highway Act.
- 2.6.2 Construction management will need to be considered in detail, therefore also subject to planning condition.
- 2.6.3 In terms of trigger points, as this junction is the central feature of the highway works it has always been anticipated that it would be complete prior to any occupation on the site.

## **2.7 Planning conditions relating to Broadwater Road junction with Bridge Road**

- 2.7.1 If the planning authority is minded to grant the planning application the highway authority recommends the following conditions,

### **Condition 1**

#### **Broadwater Road junction with Bridge Road (Part A)**

Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on TPA drawing titled, Octabout Design Proposals Option A, numbered **TPA Drawing 1309-14 PL129** has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

#### **Broadwater Road junction with Bridge Road (Part B)**

Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

### 3.0 Off-Site Highway Works

#### Additional references from extant permission (N6/2015/0293/LB):

- ∴ Stage 1 Road Safety Audit (Feb 2015)
- Designers Response to Stage 1 Safety Audit (March 2015)
- Technical Note 1309-14-TN09
- Technical Note Parking Allocation (July 2015)

### 3.1 Introduction

3.1.1 This section deals with all off-site highway works except the proposed redesigned junction at Broadwater Road with Bridge Road (see **Section 2**). As discussed in **Section 2**, the nature of this area of Welwyn Garden City has been mainly industrial. A large proportion of industrial land is still in use and operates alongside typical office development. This planning application represents a major shift towards residential. Previous discussions concluded that the role and character of Broadwater Road and Bridge Road should evolve in line with new development. To address the different function of the route a series of highway works are proposed.

3.1.2 In addition to Broadwater Road and Bridge Road future year junction assessment identified the need to provide mitigation at the following junctions,

- The Stanborough Road arm of the Broadwater Road/Osborn Way/Stanborough Road roundabout.
- The Broadwater Road and A1000 Chequers arms of the Broadwater Road/Broadwater Crescent/A1000 Chequers roundabout

### 3.2. Works Description

- ***The Stanborough Road arm of the Broadwater Road/Osborn Way/Stanborough Road roundabout.***

3.2.1 The provision of additional width on the eastbound Stanborough Road entry to the Broadwater Road/Osborn Way/Stanborough Road roundabout will provide additional capacity at the junction. The scheme is a relatively minor in scale and is shown in principle in **TPA Drawing 1309-14 PL120**.

- ***The Broadwater Road and A1000 Chequers arms of the Broadwater Road/Broadwater Crescent/A1000 Chequers roundabout***

3.2.2 The proposed works at this junction will include additional flare lengths on both the Broadwater Road arm and the A1000 Chequers arm. The applicant has demonstrated that increasing flare lengths at this junction can increase entry capacity and therefore reduce queuing and delay. The scheme is shown in principle **TPA Drawing 1309-14 PL108**.

3.2.3 The Broadwater Road arm includes an upgraded signalized junction and marks the commencement of the traffic calming style measures which are proposed to be included throughout.

3.2.4 It is anticipated that the works will be carried out by the developer prior to implementation of planning permission.

#### Broadwater Road

3.2.5 Broadwater Road is classified as a primary distributor. Therefore, in terms of traffic

movement its role continues to be strategic. This planning application represents a major shift from industrial to residential. Pre-application discussions concluded that the nature of Broadwater Road should change in line with the changing nature/role of the route. An extensive off-site highway scheme will link to the upgraded junction at Bridge Road/Bessemer Road.

- 3.2.6 The proposal includes reallocating carriageway width to cycle/footways to provide an improved provision for pedestrians and cyclists. Typically, the existing carriageway will be narrowed to 6.75m to allow for the construction of a 4m wide foot/cycleway on both sides. The scheme for Broadwater Road is shown in principle on **TPA drawing 1309-14 PL137**. As per all planning style drawings the drawings represent an in principle layout and maybe amended as part of the detail design. The introduction of HCC's LTP4 leads to greater priority for pedestrians and cyclist. This shift in policy may typically lead to crossover style junctions (opposed to minor access radius kerb junctions) to retain continuous footway/cycleways across all minor road junctions.
- 3.2.7 As previously stated the applicant has accepted all previously agreed off site highway works and effectively rolled them over as part of this planning application. There has always been two versions of drawing No.1309-14 PL137, with and without centre line carriageway road marking. In appropriate situations it is understood that the removal of road markings has provided an overall positive impact in terms of reducing vehicle speeds and providing a more attractive street scene. At this stage both options may be feasible, during detailed design stages of the scheme a greater amount of research will be carried out to ensure the most suitable scheme is delivered.

#### **Description of features (north to south)**

- 3.2.8 A flat topped road hump is proposed to the south of the pair of bus stops near to the southern side of the Bessemer Road (post office) roundabout. The feature is intended to mark the start of the Broadwater Road scheme.

#### **Northern Access – Between Block 6 and 7**

- 3.2.9 This junction is shown as a priority junction detailed as an access road design (radius kerbs) with a ramp up at the rear of Broadwater Road footway into a shared surface. The extant permission used this junction to provide access to a large basement car park for parking for above block and other blocks on the site. This planning application takes access to the basement parking from Hydeway.

#### **Hydeway**

- 3.2.10 The proposed scheme in Hyde Way is considered in greater detail in Section 3. The applicant has considered two options in the application process. The first is a simple priority junction which would work alongside an upgraded adjacent pedestrian crossing. The second being a fully signalized option. Earlier concerns that a priority junction had been shown to operate over capacity have been overcome with sensitivity testing using the TRICS database to predict trip generation.
- 3.2.11 Hydeway is an important junction, it will continue to provide access to the footbridge over the railway to Howard Centre, pick up and drop off activity associated with the station, short term parking for the proposed small retail on offer and servicing for the centre square. Therefore, it is important to the overall success of the scheme that this junction operates within capacity.

#### **Middle Access – Between Block 8 and 9**

- 3.2.12 The new access serves a number of surface level parking and the basement of Block 9. Similar to the northern access it is a simple priority junction. The access is designed as a minor access road, with radius kerbs. However, the need to ensure the cycle route running adjacent to Broadwater Road should be continuous therefore a dropped kerb layout may be more appropriate. To the rear of Broadwater Road footway there is a ramp up to a shared surface layout. Similar to the northern access it needs to be clarified whether a shared surface is appropriate.
- 3.2.13 It also appears to include pedestrian access to the east west central route through the park area.

#### **Forth Access – Between Block 9 and 10**

- 3.2.14 The new access serves a number of parking and the basement of Block 10. Similar to the northern and middle access, it is a simple priority junction. The access is designed as a minor access road, with radius kerbs. However, the need to ensure the cycle route running adjacent to Broadwater Road should be continuous therefore a dropped kerb layout may be more appropriate. To the rear of Broadwater Road footway there is a ramp up to a shared surface layout. Similar to the northern and middle accesses, it needs to be clarified whether a shared surface is appropriate. The surface will include the opportunity for pedestrians to connect to the central development network.

#### **Southern Access**

- 3.2.15 The southern access is taken from a new large raised section of carriageway across Broadwater Road. The access junction is the minimum separation from the adjacent access. The raised section incorporates the existing controlled crossing and the new access.
- 3.2.16 The surface of the access road appears to be at the same level as the footway. The access road will serve Blocks 10, 11, 12, 13 and 14. There is also an option to serve the third party site to the west, adjacent to the railway which is understood to be subject of a planning condition.

#### **Broadwater Crescent and Holywell Road junctions**

- 3.2.17 There are two further raised tables proposed at Broadwater Crescent and Holywell Road. They are necessary to complete the maximum distances between features to ensure vehicles speeds are maintained at a low level.

#### **Bridge Road West**

- 3.2.18 There is an existing access to the site located near to the main junction with Broadwater Road. It is understood that this access has to largely remain in this location to maintain rights of access to network rail land and third party property. The access is generally upgraded to allow all traffic movements.
- 3.2.19 The off-site highway improvements in Bridge Road were discussed as part of the extant permission and remain unchanged. The proposed works extend to cover Bridge Road East between Broadwater Road and Wigmores North roundabout. The major feature of the scheme is to reduce the width by providing a central section which can be used to enhance street scene. The application includes an indicative design includes a planted central section. Other options have been considered and will need to be investigated through the detailed design process.
- 3.2.20 An additional key feature is flat top speed tables which provide a dual purpose of slowing traffic and strategic location which assist pedestrian crossing. It should be noted that they

have been located to coincide with pedestrian stepped access to the site and where the cycling/footbridge access is proposed.

### **3.3 Materials**

- 3.3.1 As per the extant permission, all of the measures will be within adopted public highway they will need to be constructed to highway authority standards, (Roads in Herts - Design Guide). Any enhanced materials used will be subject to normal commuted payments. Details of materials and street furniture have not been decided at this stage.
- 3.3.2 The previous pre-application process identified the need to establish a materials specification for off-site works. This is still the case, however, it is generally acknowledged that the style will be in line with contemporary highway design which seeks to reduce street clutter. Although the materials have not been determined, the team is moving towards simple, traditional high quality design.
- 3.3.3 The off-site highway works will have a significant impact on the street scene and the overall 'character' of the area. For this reason it is important that the design is developed as detailed as possible to allow all parties involved in the planning process to consider the wider appearance.

### **3.4 Works**

- 3.4.1 The highway authority will require any works on the highway to be delivered via planning condition and Section 278 of the Highway Act.
- 3.4.2 Construction management will need to be considered in detail, therefore also subject to planning condition.
- 3.4.3 In terms of trigger points, the total scheme for Broadwater Road and Bridge Road is a key feature which is anticipated to be complete prior to any occupation on the site.

### **3.5 Planning conditions relating to off-site highway works**

- 3.5.1 If the planning authority is minded to grant the planning application the highway authority recommends the following conditions,

#### **Condition 1**

##### **Broadwater Road and Bridge Road off-site highway works (Part A)**

Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on TPA drawing titled, Broadwater Road Proposed Improvements with Centre Line, numbered **TPA Drawing 1309-14 PL137, Drawing 1309-14 PL108 and Drawing 1309-14 PL120** has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

##### **Broadwater Road and Bridge Road off-site highway works (Part B)**

Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

## **4.0 Hydeway Works**

### **Additional References**

1309-14/TN/12 Rev A  
TPA drawing numbered **TPA Drawing 1309-14 PL109 Rev H and PL134 Rev A (Option 3)**  
ENTRAN Drawing SK20

### **4.1 Introduction**

- 4.1.1 Hydeway is a busy, important route which connects Broadwater Road via a pedestrian footbridge to the Howard Centre and also provides access to Welwyn Garden City railway station. As part of the proposal Hydeway will continue to provide this function.
- 4.1.2 The off-road cycle facilities incorporated into the new Broadwater Road layout will connect to shared use footways in Hydeway. Taxi parking will be provided throughout the centre section. Short term high turnover echelon parking bays will be provided on each side with parking restrictions designed to complement the demand at different times of the day. The route will operate as an one-way loop.
- 4.1.3 A turning area is provided at the end. The extent of the turning area will be marked bollards (materials and street furniture to be agreed) a section of bollards will be removable/retractable to allow service vehicles access to a restricted area.

### **4.2 Adoption**

- 4.2.1 A majority of Hydeway is classified as public highway. The extant permission included a majority of the route being stopped up and privately maintained. A public right of way will be maintained connecting Broadwater Road with the footbridge steps.

### **4.3 Parking**

- 4.3.1 Hydeway is anticipated to become a busy vibrant area with a mixture of demands during different times of the day. Therefore, it is a difficult to area to design at this stage to suit the different demands as the development progresses.
- 4.3.2 Initially, where possible, the pedestrian route to the footbridge and safe secure cycle storage will need to be maintained throughout the construction process. Vehicle access to the area will always be popular due to the convenience of drop off and pick up opportunities relating to the rail station. The proposed layout has been designed to allow for this to occur. A turning area at the end will be kept free and if considered necessary there will be a loading ban placed on the area to ensure it is kept free of parked vehicles to allow for vehicle circulation. It will also be necessary to ensure the area is free of parked/waiting vehicles to ensure service vehicles have unobstructed access.
- 4.3.3 Cycle parking will be within private land. Allowance will be made in the Travel Plan process to keep this area under review. Opportunities to allow for significant additional capacity will be included as part of the design. Also, the overall management of this area will include clearance of unclaimed cycles taking up valuable space.

### **4.4 Parking/Waiting Restrictions**

- 4.4.1 As previously stated Hydeway will be stopped up therefore the waiting restrictions and enforcement of the restrictions will be the responsibility of the developers parking management regime. It is assumed that the parking in the area should suit both the peak drop offs, the day time trade and the night time demands.

The extant permission included the suggestion that the following may be an appropriate starting point:

07:30 – 10:00hrs

During this time frame it is likely that there will be a significant number of commuters being dropped off for onward trips via the railway. Therefore to ensure that there are sufficient spaces available it is envisaged that a maximum stay of 15 minutes should be applied.

10:00 – 16:30hrs

During the traditional working day it will be important to prevent shoppers or office staff using the parking spaces while enabling members of the wider community to use the A3 uses within the development. As such it is envisaged that a maximum stay of 2 hours, with no return within 2 hours, be implemented.

16:30 – 19:00hrs

This time frame is likely to result in the highest demand for car parking as commuters are picked up from the railway station. As such it is envisaged that a maximum stay of 15 minutes should be applied.

#### **4.5 Planning conditions**

- 4.5.1 If the planning authority is minded to grant the planning application the highway authority recommends the following conditions,

**Condition 1**

**Hydeway (Part A)**

Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on TPA drawing numbered **TPA Drawing 1309-14 PL109 Rev H and PL134 Rev A (Option 3)** or alternative shown in principle on drawing **Entran Hydeway Junction Proposal ENTRAN SK20** has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

**Hydeway (Part B)**

Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

## **5.0 Internal Layout**

### **5.1 Adoption**

- 5.1.1 The applicant advises that, no part of the internal road network shall be offered to the local highway authority for adoption as public highway.
- 5.1.2 The developer shall be required (by planning condition), for all roads not offered for adoption, to put into place a permanent arrangement for the long term maintenance of such areas, and the use of private road name plates which will include notification of the private nature of such roads for future potential occupiers of the site.

### **5.2 Public Realm**

- 5.2.1 A vast majority of the public realm across the site has been designed as shared surface. Some routes/areas have been classified as pedestrian only but in practice it is going to be difficult to prevent cyclist using them. Detailed design will need to appreciate cyclist are likely to be sharing all public realm with pedestrians.

### **5.3 Access to Railway Station Bridge**

- 5.3.1 It is understood that access to the railway bridge will be improved.

### **5.4 Site Access Roads**

- 5.4.1 The site includes three main access roads,

- Bridge Road to Pall Mall building
- Hydeway
- Southern Access from Broadwater Road

#### **5.4.2 Bridge Road to Pall Mall**

This route will be a minimum of 7.3m to comply with Roads in Herts design specification. A footway is only included on the development side, there does not appear to be any purpose of including the same feature on both sides.

#### **5.5.3 Hydeway**

See **Section 4** of this report.

#### **5.5.4 Southern Access from Broadwater Road**

The southern access from Broadwater Road will be designed as a Major Access Road (See Roads in Herts, Table 4.1.1.1). The carriageway will be at least 5.5m wide. For a majority of the route the applicant has only added a footway to the development side of the carriageway which is considered adequate.

### **5.5 Servicing Access / Waste Strategy**

The applicant has provided a series of drawings which demonstrate how refuse collection and other servicing may take place. As stated in MfS, *'the design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre'*. However, in several swept paths show

difficulty to turn large vehicles. In several areas servicing vehicles will have to access pedestrianised areas. Therefore, it will be necessary to require servicing plan covered by planning condition to ensure safety of other users is uppermost in consideration of allowing larger vehicles access over the areas.

## **5.6 Parking**

### **5.6.1 Electric car charging**

Electric car charging points will be fully incorporated into the layout

### **5.6.2 Residential**

Contained within in an addendum to the Transport Assessment and Travel Plan, the applicant has submitted a Technical Note (4) relating specifically to Parking Strategy across the site. The Technical Note sets out the proposed parking allocation for the various land uses. The applicant claims to comply with local parking standards with a provision across the site.

An additional parking the applicant adds that any concerns about parking being displaced onto the public highway can be addressed by a S106 contribution towards appropriate parking controls within the study area. It is understood that this has been agreed with Borough Council.

On-site parking will be managed by the private management company, in accordance with details that have first been submitted to and agreed by the Council.

### **5.6.3 Commercial Parking**

In relation to commercial parking the overall parking strategy appears to lack detail. The applicant repeats the point that the precise number of parking spaces allocated to each commercial use will be reviewed once the operator is known. If the demand for car parking exceeds the number of spaces provided then the overspill would have to use town centre car parks or alternatively the operator could potentially rent any spare commercial car parking space. The applicant anticipates the management company allocating spaces to different uses to suit peak demands, thereby maximising the use of parking space.

### **5.6.4 Cycle Parking**

The cycle parking provided in the vicinity of Hydeway, where it meets the bridge to Howard Centre and Railway Station has been historically well used. It is important the any provision is 'future proofed' to allow further expansion. It may be possible to include an intervention in the Travel Plan to cover this point.

Further parking across the site, either residential or visitor will be agreed as a result of further work covered by a planning condition.

## **5.7 Planning Conditions relating to Internal Layout**

### **5.7.1 If the planning authority is minded to grant the planning application the highway authority recommends the following conditions,**

#### **Condition 1**

No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority in consultation

with the Highway Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

**Reason:** To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

### **Condition 2**

#### **Cycle Parking Allocation – Public Realm and Private residential**

No works shall commence on site until a scheme for the parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

**Reason:** To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

### **Condition 3**

Prior to the commencement of the development hereby permitted full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority to illustrate the following: -

- i) Roads, footways, cycleways, foul and on-site water drainage.
- ii) Roads and footway.
- iii) Foul and surface water drainage.
- iv) Visibility splays.
- v) Access arrangements.
- vi) Parking provision in accordance with adopted standard.
- vii) Loading areas.
- viii) Turning areas.

**Reason:** To ensure satisfactory development of the site

### **Condition 4**

Suitable condition relating to proposed electric charging and car clubs

## **6.0 Travel Plan**

- 6.1 A framework travel plan accompanies the transport assessment. The framework travel plan identifies that given the outline nature of the proposals management arrangements are not fully developed, but does identify the requirement for the appointment of a travel plan coordinator. The travel plan includes targets towards encouraging a shift towards non-private car modes of travel, and includes provisions in respect of measures aimed at promoting such modes. As discussed in 'mitigation' below, further off-site measures shall be provided.
- 6.2 The travel plan coordinator will be the main point of contact for residents, employees and outside organisations such as Welwyn and Hatfield Borough Council and Hertfordshire County Council.
- 6.4 The applicant and developer will have overall ownership and responsibility for the development and implementation of the Travel Plan.
- 6.5 It is HCC's policy, as listed in our adopted document 'Hertfordshire's Travel Plan Guidance for Business and Residential Development' <http://www.hertsdirect.org/docs/pdf/g/greentravelplans.pdf> to secure a contribution of £6,000 towards the ongoing monitoring, support and review of the travel plan.

## **6.6 Planning Conditions relating to Travel Plan**

- 6.6.1 If the planning authority is minded to grant the planning application the highway authority recommends the following conditions,

### **Condition 1**

The development hereby permitted shall not be commenced until an Overarching Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority, such Travel Plan shall accord with Hertfordshire County Council document 'Hertfordshire Green Travel Plan Guidance'.

**Reason:** To ensure that the development is as sustainable as possible.

### **Condition 2**

No part of the development hereby permitted shall be occupied prior to the approval of the Overarching Travel Plan and the approval of the relevant Plot Travel Plans and the implementation of those parts identified in the approved Overarching Travel Plan referred to in Part A of this condition as capable of being implemented prior to occupation. Those parts of the approved Overall Travel Plan and the Plot Travel Plans implemented in accordance with the timetable contained therein shall continue to be implemented as long as any part of the development is occupied.

**Reason:** To ensure that the development is as sustainable as possible.