

**From:** alan.story@hertfordshire.gov.uk  
**Sent:** 07 October 2019 14:48  
**To:** Planning  
**Subject:** Planning application 6/2019/2162/OUTLINE - Land south-west of Filbert Close

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

**District ref:** 6/2019/2162/OUTLINE

**HCC ref:** WH/259/2019

**HCC received:** 18/09/2019

**Area manager:** Nick Gough

**Case officer:** Alan Story

**Location**

Land south-west of Filbert Close  
Hatfield  
AL10 9SH

**Application type**

Full application

**Proposal**

Outline planning permission for the erection of 39 dwellings, vehicular access and provision of open space with appearance, landscaping, layout and scale reserved

**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:

1) No development shall commence until full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following: i) Roads, footways. ii) Foul and surface water drainage. iii) Visibility splays. iv) Access arrangements. v) Parking provision in accordance with adopted standard. vi) Cycle Parking / Electric Vehicle Charging provision vii) Turning areas

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018)

2) Prior to the first occupation of the development hereby permitted the vehicular access and offsite highway works, shall be provided and thereafter retained at the position shown on the approved in principle plan drawing number 70-008 rev P3, and details approved above, to the Highway Authorities requirements. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway. Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with

Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

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).

Comments:

Advisory Notes

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

AN1) The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

AN4) The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and

associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN5) The applicant is advised that all routes associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. At the entrance of the new estate the road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website [www.hertfordshire.gov.uk/services/transtreets/highways/](http://www.hertfordshire.gov.uk/services/transtreets/highways/) or by telephoning 0300 1234047.

#### Comments:

Filbert Close is a local access road, subject to 30mph, providing cul-de-sac access to circa 43 dwellings, with areas west of number 25 remaining in private control. I recognise that Filbert Close was formed under District reference S6/2007/925/MA, itself being redevelopment of a former school site (Hazel Grove Primary) to residential.

The planning application is submitted accompanied by a Transport Statement prepared by Stomer (August 2019, reference ST2629/TN-1908)

Filbert Close is accessed from Hazel Grove, an unclassified road.

Development proposals represent the provision of 40 dwellings, and is submitted as Outline, with all matters reserved except for access. A total of circa 80 dwellings would be served in total from Filbert Close. Hazel Grove features DYLS for much of its' length maintaining conditions for free flow of traffic, with inset parking bays locally, including directly opposing the access to Filbert Close.

#### Access

Access to the new development shall be formed from the southern end of Filbert Close cul-de-sac. It is evident that design of existing form of development has retained a future access at this point. Carriageway on approach is 5m beyond the red line, with all future roads shown to 5.5m. 5.5m provides adequately for passing within the site, and ensures the development shall be compliant with draft emerging standards for highway widths.

Internal routes are shown with footway to both sides of carriageway of 2m width. A new footway connection is provided between the internal site layout and Lane End (Local Access Road), which would – in turn – provide linkages to the public Right of Way network (161a) and connectivity beneath the A1M. This route is provided at 2m and shall be an important aide to permeability and ensuring that the site is LTP4, and as such is recommended be secured as part of the off-site highway works.

Improvements shall be required at the mouth to the site to enable the proposed footway to appropriately join with adjoining footway network.

Noting the cul-de-sac nature of Filbert Close, visibility from the proposed access is unlikely to be a concern, however the proximity of parking associated with plot 01 to the boundary with the built environment would require that detailed plans submitted at reserve matters application should ensure that vehicles parking associated with plot 01 are provided with appropriate intervisibility with vehicles entering / leaving the site.

### Trip rates

The TS has considered the potential trip generation associated with the proposed development, through the use of TRICS. Review of the TS confirms that the site selection for the TRICS assessment is reasonable, and acceptant of the output that the proposed development may reasonably be expected to generate approximately 7 inbound and 17 outbound vehicle trips in the AM peak with similar, but opposing trips in the PM peak (weekday).

The TS assigns such trips in a manner consistent with observed flows, recognising itself that vehicles may depart in either direction to access key destinations. No concern is presented by the HA to this methodology. The TS presents a bias towards travel to the east in the AM peak, and from the west in the PM.

On such a prediction, the development may give rise to circa 11 outbound trips to the east in the AM peak, and a maximum of 8 trips from the west in the PM.

The HA consider that Hazel Grove does carry reasonably low levels of traffic, and that the development proposals do not generate significant additional levels of traffic, such that the proposal would not result in severe harm to highway capacity locally.

### Parking

Parking is provided at a level of 71 spaces to serve the proposed 40 dwellings. The LPA shall be responsible for accepting parking against local standards, and should be compliant with the standards as required for the schedule of housing to be delivered.

I would observe, accepting that matters in terms of layout are reserved, that the HA would not be supportive of the parking arrangement adjacent to apartments 02 / 03, as this represents an extremely wide dropped vehicle crossover and can be uncomfortable for persons with a mobility impairment. HCC would not adopt any such arrangement against its' standards (Roads in Hertfordshire). The applicant should be aware that whilst HCC policy would presently preclude adoption of internal roads, noting they serve no highway utility, should this policy be changed, only roads to an adoptable standard would be considered.

Visibility to parking from all spaces on the inner side of the loop, is restricted in areas to circa 13m (measured 2.4m back from carriageway). Such a distance is appropriate only to vehicle speeds of below 15m. Similarly forward visibility along the new routes is constrained to such limits. Forward visibility should be designed appropriate to the expected vehicle speeds within the site. Such matters however, as reserved.

Remainder of parking is either by parking court, or driveway, and arranged in tandem fashion. Tandem parking does require vehicles to relocate to enable the other vehicle to leave, but in properties in single ownership is not considered a significant concern, particularly noting that the route comprising the development would be reasonably considered a low speed, low frequency route.

The applicant shall be required to consider layout and massing carefully to ensure that safe access to areas for parking is maintained.

## Servicing

The applicant demonstrates through the use of swept path that tracking for a refuse vehicle is available within the site and via existing arrangement to Filbert Close. It is noted that the size of vehicle used for tracking is described as reflecting that employed by WHBC presently and fails to consider that refuse vehicles may increase in size. HCC recommend the use of a Mercedes Econic 12.2m long vehicle for the purposes of tracking of refuse vehicles, and as this features four wheel steer does not provide particularly onerous. Whilst this may not represent the largest in use by Welwyn Hatfield it does 'future proof' the development noting that other districts use larger vehicles, and that any future contract change by the district might involve use of this larger vehicle for economy reasons. The LPA's own client services should be consulted in this regard, however it is recognised such matters are reserved.

## Sustainability

The formation of pedestrian link to Lane End, enables occupants of the site access to local bus services on Roehyde Way including routes 602, 611, 614m 644 and 653 within less than 400m centred on the site. Further bus services are available from Bishops Rise. Locally, the Hill Top (High View) local centre enables access to local shops and services.

The nearest railway station is located approximately 1.5 miles from the proposed development. The station has Great Northern and Thameslink services that have connections to London Kings Cross, Welwyn Garden City, Moorgate, Finsbury Park and Stevenage.

The Hatfield 2030+ Transport Strategy identifies improvements to the Hatfield Cycle Network, including proposals for shared space for cyclists pedestrians along this section of Bishops Rise. It is understood that the Hatfield 2030+ Transport Strategy is a material planning consideration, and the emerging Growth and Transport Plans presently being developed by the Highway Authority shall be informed by this strategy. It is reasonable to secure a contribution towards the delivery of these works.

HCC sets out its approach to Developer Contributions within document 'Planning obligations guidance - toolkit for Hertfordshire January 2008'. (<https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/planning-in-hertfordshire/planning-obligations-toolkit-for-hertfordshire.pdf>)

The site is considered to fall within an accessibility zone of 4 by reference to the WHBC parking standards SPD

For residential, the above guidance seeks a financial 'Strand 2' contribution of £625 per 1 bedroom dwelling, £750 per 2 bedroom dwelling, £1125 per 3 bedroom dwelling and £1500 per 4+ bedroom dwelling (2006 prices).

A reasonable contribution towards the delivery of such improvements would be sought against the final quantum of accommodation to be provided at this location, on the basis of the above figures.

Such contribution shall be applied towards provision of facilities for cyclists along Bishops Rise. The County Council has undertaken initial feasibility studies on delivery of such improvements (HCC ref: ITP16025) and recognise the value of works exceeds that which may be reasonably secured against the level of density proposed, therefore such a contribution shall be pooled with other sources of funding (including other s106) within the statutory limits of the CIL regulations.

## Construction Management Plan

Noting the local environment, particularly on-street parking, access arrangements and dense urban environment it is recommended that a Construction Management Plan be secured by condition ensuring that deliveries to / from the site are actively managed and that construction activities do not have a prejudicial impact on local highway conditions.

Subject to the above, the Highway Authority presents no objection to the proposed development

**Alan Story**

**Date 07/10/2019**

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