

**George Beevor-Reid
Woods Hardwick**

**Development Management
Hertfordshire County Council
1st Floor Link
County Hall
Pegs Lane
Hertford, Herts SG13 8DF
www.hertfordshire.gov.uk**

Tel: 01992 658326
Email: Alan.story@hertfordshire.gov.uk
My ref: SA/2246/2020
Your ref:
Date: 11/08/2020

Dear George

Re: North of Fellowes Lane and West of Bullens Green Lane, Colney Heath

Please accept my apology for the delay in providing the following. I recognise that you have sought a pre-application advice meeting, however I provide the following comments as an interim and suggest availability for a MS Teams meeting as follows;

Friday 14th August 2020 AM (10:00 – 12:00)
Monday 17th August 2020 Any
Wednesday 19th August 2020 PM (14:00 – 16:00)

If none of the above availabilities are convenient for yourself and / or client, please let me know and I will look to provide alternatives.

Pre-application advice is sought on land North of Fellowes Lane and West of Bullens Green Lane, Colney Heath, understood to pertain to development of upto 100 residential units.

The following review has regard to the following;

- Transport Scoping Note (Woods Hardwick 12/6/2020)
- Topo Survey (dwg 17981-7-855)
- Location Plan
- District Boundary Layout
- Illustrative Layout (dwg 17981/1001)

With regrets, I have been unable to open and view drwg provided entitled 17981-7-851-854 provided as .dwg format. Can this be provided in a pdf form (or similar) please.

Fellowes Lane is an unclassified road, providing a local access function. Speeds are 30mph, west of the junction of Fellowes Lane with Bullens Green Lane. Beyond this point speeds are subject to 60mph limit.

Bullens Green Lane provides the eastern boundary of the site, an unclassified, Local Access road subject to 60mph limit

Site is bounded (northern boundary) by Colney Heath Footpath 048, with links to Colney Heath Footpath 023 in turn enabling access to Roestock Lane. Roestock Lane is similarly an unclassified road, providing local access function, subject to 30mph limit.

I can confirm from the level of development proposed, a Transport Assessment would be a requirement of any formal application for planning.

Access

A priority junction to Fellowes Lane is proposed. Noting this is within 30mph limit section, visibility shall need to be demonstrated to a minimum of 2.4m (X distance) x 43m (SSD adjusted) in both directions, provided within Land in the applicants control and / or highway extents. Plans demonstrating such standards are met should form part of the Transport Assessment.

The form of access, being a simple priority junction, appears appropriate.

Whilst, a level of development of 100 dwellings may reasonably be served by a local access road of 4.8m width, you are advised that Roads in Hertfordshire (the Highway Authorities design guide) is undergoing review at this time. General direction of travel in such review is to require carriageway width of 5.5m – as such width removes the potential for obstruction to large vehicles arising from parked vehicles. Bellmouth access should be sufficient in design to accommodate all turning movements anticipated (swept paths to be provided).

I would observe that whilst the TA scope suggests single point of access onto Fellowes Lane is proposed, reference to Illustrative Layout (dwg 17981/1001) suggests the proposal includes a secondary access onto Bullens Green Lane. This appears to serve a limited number of dwellings. At this point Bullens Green Lane is 60mph. Provision of visibility splays would need to be DMRB standards. It is recommended that a single point of vehicular access is maintained to this site. Given the limited width of Bullens Green Lane and prevalence of on-street parking, any access at this point would require junction protection (DYs) in order to ensure that turning movements can be accommodated. Further, whilst footways commence in the vicinity of 58 Bullens Green Lane, there would be a requirement to link the site to this network at this location.

Any application should include Road Safety Audit (Stage 1) of access proposals in order to demonstrate that their design represents an acceptable impact on network safety.

There shall be a need, as part of technical approval of the access (S278 stage) to consider street lighting as part of the final design.

Trip rates

I can confirm satisfaction with the TRICS assessment presented within the Transport Scoping Note. I further confirm acceptance of the TEMPRo growing factor applied to these rates.

Clarity is sought whether proposals shall represent a site within either the emerging Welwyn Hatfield Local Plan (further call for sites 2019) or the recent St Albans Local Plan.

I can confirm no committed development locally that shall need to be considered within the TA.

I am satisfied that modelling of junction (J3), being Tollgate Rd / Roestock Lane / Coursers Road shall be unnecessary, given development impacts. I would observe that parking within Fellowes Lane in the immediate vicinity to Tollgate Lane appears to restrict carriageway width, giving rise to potential for queuing existing – modelling of this junction should be undertaken. Opportunities to improve the operation of this junction (DYLs, or a scheme to provide inset bays such that the junction problems arising from parked vehicles in close proximity may be necessary).

In respect of traffic counts, it is recognised that the government has relaxed many covid restrictions and has issued a commitment that children will be back in full time education come the next academic year. Whilst the HA recognise traffic conditions have not quite returned to normal, they are approaching a reasonable reflection of historical use. I would be satisfied that traffic counts undertaken on existing flows shall suffice for the purposes of this application. It is necessary to observe that the Technical Note suggests a summer application, but I cannot accept traffic flows measured during the school break – as this is too far removed from usual conditions. It is an accepted fact that we would not accept flows that are measured during school vacations and, whilst the above, is a pragmatic view consider there is no way to avoid directing you to ensure flows are assessed during a reasonable approximation of normal conditions (accepting the above).

Clearly the above advice is caveated that it a local lock down is announced affecting Hertfordshire, or a major urban settlement within close proximity to your site, then the above advice shall not be applicable.

Alternatively, you are invited to contact our data team who may have historical flow data in the vicinity, but noting the reasonably isolated location on non-strategic routes, this cannot be guaranteed. Our data team can be consulted here;

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/speed-awareness-and-driver-training/transport-and-accident-data/transport-and-accident-data.aspx#traffic>

Sustainability

Footway network adjacent to the site, on Fellowes Lane is limited – expiring at the limit of the spur road (Fellowes Lane serving properties numbered 20 to 48). It shall be necessary for development proposals to provide appropriate links between the development and the wider footway network. Without the provision of appropriate footway links the site would be poorly served in terms of any mode of travel except use of the private car, contrary to the Highway Authorities Local Transport Plan Policies 1 and 5.

Highway boundary extents may be sourced here;

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx>

Development proposals should identify the means by which adequate footways to an acceptable standard (2m) may be delivered in order that the development is safely accessible by pedestrians and other vulnerable road users. There shall be a need, wherever footway availability (and constraints) require pedestrian movement from opposite sides of carriageway to identify opportunities for safe crossing points (minimum dropped kerb with tactile provision).

Whilst it is recognised that the site contains within its curtilage rights of way, that potentially provide links to Roestock Lane, such routes are unlit internally and unlikely to be attractive for users in hours of darkness. Reliance therefore on RoW connections for wider permeability is limited.

Colney heath to the east provides limited shopping facilities and a primary school (approx. 1.2km west of the site, 15 min walk distance). Bus stops locally are available on Tollgate Road, and similarly, shall require the site to provide appropriate footway connectivity to enable residents the opportunity to have a choice of travel modes. Stops locally are provided with bus flag, timetable (and for westbound routes) shelter, but fail to provide kassel (accessible) kerbing. The highway authority would expect that the development includes provision for upgrade of stops to enable residents (including those with mobility impairment) the ability to access such services.

Tollgate Road / High Street Colney Heath provide an on-carriageway advisory cycle route, linking to the North Orbital Road. The Highway Authorities A414 Strategy identifies improvements at the Colney Heath Longabout to address safety concerns and improve conditions to overcome the severance that the A414 represents in order to enable onward travel linking to the Alban Way (NCN 61). The HA sets out its approach to developer contributions within its' toolkit available here;

<https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/who-we-are-and-what-we-do/property/planning-obligations-guidance.aspx>

And emerging revised guidance here;

<https://www.hertfordshire.gov.uk/about-the-council/consultations/environment/draft-developer-contributions-guide-consultation.aspx>

It would be reasonable, to any scheme found acceptable to the HA to require a contribution towards measures presented within the above supporting strategies to the Hertfordshire Local Transport Plan.

It is recognised that whilst some of the site would be within 400m of bus stops in Hall Gardens and Tollgate Rd bus services within Colney Heath are very limited. There are 3 routes with only one service in each direction on one day of the week, and the best bus route (the 305 Potters Bar/Colney Heath-St Albans/Sandridge) only has up to 4 per day (less freq Sat). It is recognised that the site is not large enough to fund a service diversion or improvement, however Local Plan growth identified within the Hertsmere area may lead to service enhancements. On the scale of development proposed, whilst access to alternatives to car use are of limited capacity, subject to improving facilities and the above required links to local footway network, I do not consider that the HA would present significant concern in respect of sustainability.

Servicing and Refuse

Noting that the site spans cross boundary, the HA would advise that refuse vehicle specifications shall reasonably differ. Presently the HA can confirm that the types of vehicles in employ of the local authority as waste collection authority are as follows;

Welwyn & Hatfield District:	Olympus Twin Pack, Elite2, L:11.375m, W:2.550m.
St Albans	L:10.875m x W:2.5m.

It is recommended that tracking for the more onerous vehicle (WHDC) is utilised. The HA itself would recommend tracking be undertaken for 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 / SADC 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.

In terms of emergency vehicle access, the Hertfordshire Fire and Rescue Service have the following requirements.

Appliance Type	Min. width of road between kerbs (m)	Min. width of gateways (m)	Min. turning circle between kerbs (m)	Min. turning circle between walls (m)	Min. clearance height (m)	Min. carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	19
ALP	3.7	3.1	26	29	4	26

Maximum length	8.1m
Maximum height	3.3m
Maximum width	2.9m (including mirrors)
Laden weight	19 tonnes
Minimum ground clearance	220mm

Layout

As above, only the main access road would be considered for adoption. All other areas shall remain in private control, and arrangements should be put in place to ensure that the future maintenance of such areas shall be appropriately funded.

Notwithstanding the above concerns about the secondary point of access to Bullens Green Lane, the general form of development is acceptable. All areas for the turning (turning heads) for refuse / emergency access should be tracked, recognising that the Masterplan currently submitted may be subject to change.

A concern is presented on the short cul-de-sac in proximity to the main access to Fellowes Lane. This short cul-de-sac appears to be provided by dropped kerb access (not unreasonably) but should be minimum 15m off-set from the junction effective give way line in the interest of safety.

Trees adjacent to any vehicle crossover access to private parking should not interfere with necessary visibility splays appropriate for the expected speeds. Any trees' within the liits of the adoptable highway network would be expected to secure commuted sums for their future maintainance and provided within agreed tree pits to limit their impacts on the maintenance of footways.

Travel Plan

Given the scale of development proposed, it shall be necessary to secure a residential travel plan. Full details may be found here;

<https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/travel-plan-guidance.pdf>

It is the policy of Hertfordshire County Council to secure a contribution towards the costs of monitoring, evaluating and supporting the delivery of the Travel Plan. Such contribution shall be £6,000 indexed in accordance with the provisions in the above guidance.

Adoption

The Highway Authority sets out its' approach to adoption of streets here;

<https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/section-3-legal-and-procedural-highways-design-guide.pdf>

And describes that HCC will need to be satisfied that any roads or areas that are to be adopted are of significant public utility and have been constructed in accordance with the approved details and in compliance with the specification of works and materials.

In this context utility has the meaning of usefulness. On developments with no through route, only the main access road will be considered for adoption. Residential access roads serving underground car parks, supported by structures or taking the form of short cul-desac with no wider highway benefit will not be considered for adoption

Rights of Way

Any proposals impacting on the Rights of Way within the site should be discussed with the County Councils Rights of Way team, particularly in respect of any changes to the materiality of the routes provided, as well as any potential diversions or other impacts. The Rights of Way team can be contacted here;

row@hertfordshire.gov.uk

Finally, it is necessary for me to conclude with observing that in accordance with Hertfordshire County Councils Highways DM Protocol for pre-application advice (<http://www.hertsdirect.org/docs/pdf/h/hwaysprotocol.pdf>) any advice given by County Council officers for transport pre-application enquiries does not constitute a formal response or decision of the Council with regards to future planning consents. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application, which will be subject

to public consultation and ultimately decided by the Planning Authority. The County Council cannot guarantee that new issues will not be raised following submission of a planning application and consultation upon it. It should be noted that the weight given to pre-application advice will decline over time.

Please be aware that Hertfordshire County Council is subject to requirements under the Freedom of Information Act 2000 and Environmental Information Regulations 2004. Where the County Council receives a request to disclose any information in relation to this discussion, it will notify and consult with you concerning its possible release. However, the County Council reserves the right to disclose any such information it deems appropriate and shall be responsible for determining at its absolute discretion whether the information is exempt from disclosure in accordance with the EIR or FOIA.

Sincerely

Alan Story
Senior Development Officer