
TECHNICAL NOTE

Project Title: Land South of Tollgate Road Colney Heath

Report Reference: JNY11289-04

Date: November 2022

HERTFORDSHIRE COUNTY COUNCIL – HIGHWAY RESPONSE

Introduction

- 1.1 This note has been prepared to address the comments provided by Hertfordshire County Council (HCC) in their letter dated 21 October 2022 in relation to proposed development south of Tollgate Road. The main points are summarised at the start of the letter. These are replicated below with our response, along with where additional information is provided in revised documents. They have been numbered for clarity.

HCC Comments

- 1. Further assessment and evidence as part of the site selection process for the emerging Local Plan. The site is not currently allocated in the adopted development plan. The site was submitted as part of the call for sites in the emerging Local Plan, site reference CH-37-21. It is recognised that Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination.**
- 1.2 The recently published local development timetable assumes Reg 18 in July 2023 and submission for examination by December 2024. Given the timescales involved it is clear that this application will need to be determined outside the local plan process.
- 2. Further review of the St Albans City and District Cycling Map (2019), the emerging Local Cycling and Walking Infrastructure Plan (being developed with HCC), Cycle Infrastructure Design – Local Transport Note 1/20 (2020) and Inclusive Mobility (2021) prior to planning determination.**
- 1.3 The TA has been updated to provide further information in relation to these documents in sections 2 and 5. It is noted that the emerging LCWIP raised by HCC is not a document in the public domain, so it has not been possible to review it.
- 3. Audit of the suitability of the footways and crossings on routes to local facilities on existing streets and design review of the proposed footways and crossings within the proposed development on new streets in accordance with Inclusive Mobility**

-
- (2021) guidance. Assess likely proposed development trips and propose any necessary mitigation or design changes prior to planning determination.**
- 1.4 An audit has been undertaken with information set out in the updated TA, Section 3 and Appendix 16.
- 4. Audit of the suitability of the existing cycle routes to local schools and facilities on existing streets and design review of the proposed cycle routes within the proposed development on new streets in accordance with Cycle Infrastructure Design – Local Transport Note 1/20 (2020) guidance and the emerging LCWIP. Assess likely proposed development trips and propose any necessary mitigation or design changes prior to planning determination.**
- 1.5 An audit has been undertaken with information set out in the updated TA, Section 3 and Appendix 16.
- 5. Audit of the suitability of the existing bus stop facilities and infrastructure identified within the transport assessment in accordance with Bus Infrastructure in Hertfordshire (2011) guidance and Inclusive Mobility (2021) guidance. Assess likely proposed development trips and propose any necessary mitigation prior to planning determination.**
- 1.6 An audit has been undertaken with information set out in the updated TA, Section 3 and Appendix 16.
- 6. The applicant is required to demonstrate that the proposed site access junction has been designed in accordance with Roads in Hertfordshire Highway Design Guide, including providing visibility as laid out in Manual for Streets and TD42. It is necessary to demonstrate that the site access junction is compliant with the LTP4 (i.e. promoting sustainable travel over car based) and that a crossroad raised junction design is suitable prior to planning determination.**
- 1.7 Further information has been added to section 5 of the updated TA. It is noted that the quoted TD42 is a superseded document (replaced by CD123 in 2019) and is related to trunk roads so is not relevant to this access design. It is considered that Manual for Streets 2 is the appropriate design guidance for this category of road as explained in the revised TA.
- 7. It is required that any outstanding safety concerns from the Road Safety Audit be addressed (demonstrating cost effective mitigation) prior to planning determination, to ensure that there would not be an unacceptable impact on highway safety because of the proposed development and access junction, which would be grounds for refusal.**
- 1.8 Further information has been added to section 5 of the updated TA. The Designer's Response to the RSA1 has been reconsidered and updated. All of the RSA1 recommendations are accepted.
- 8. Further consultation with the local bus operators would be required prior to planning determination.**
- 1.9 Local bus operators have been contacted for comment. It should be noted the bus route already has raised zebra crossing and speed cushions along High Street so the installation of an appropriately designed raised table junction is unlikely to be an issue for bus operators.
-

- 9. Further analysis is required to assess trip generation and mode share prior to planning determination.**
- 1.10 Section 6 of the TA has been updated to provide more information on the multi-modal trip generation and mode share.
- 10. Further analysis is required to assess trip distribution and assignment prior to planning determination.**
- 1.11 Section 6 of the TA has been updated to provide more information on the multi-modal trip distribution and assignment.
- 11. Further details are required for the Travel Plan prior to planning determination.**
- 1.12 The Travel Plan has been updated to address the comments raised.
- 12. A full Construction Traffic Management Plan will be a condition.**
- 1.13 It is accepted that a CTMP would be an appropriate condition to a planning consent.
- 13. Further details and plans clearly showing the location of vehicle and cycle parking would be required at detailed design stage and can be addressed at reserved matters. Swept path analysis for a large car would also be required.**
- 1.14 It is noted that this further information would be necessary at Reserved Matters stage.
- 14. Further swept path analysis will be required at detailed design stage and can be addressed at reserved matters, demonstrating access for a pumping appliance within 45m of all dwellings and manoeuvring around the internal roads of the proposed development which must include turning areas.**
- 1.15 It is noted that this further information would be necessary at Reserved Matters stage.