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From:ania.jakacka@hertfordshire.gov.uk
Sent:Thu, 13 Feb 2020 14:42:57 +0000 (GMT)
To:Development Management - Planning
Subject:[External] Planning application 3/19/1826/FUL - Former Bengeo Nursery Sacombe Road

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

District ref: 3/19/1826/FUL
HCC ref: EH/621/2019 (Amended)
HCC received: 21/10/2019
Area manager: Roger Taylor
Case officer: Ania Jakacka

Location
Former Bengeo Nursery Sacombe Road
Hertford
SG14 3HG

Application type
Full application

Proposal
Demolition of garden nursery and the erection of 52 dwellings including access, parking, amenity, public open space and tree protection measures.

Amendment
Hertford001 Byway works (s016 contribution instead of s278 works)

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:

Application: EH/621/2019 District Ref: 3/19/1826/FUL Site: Former Bengeo Nursery Sacombe Road, Hertford

Existing Access: Improved: Prior to the first occupation of the development hereby permitted the vehicular access shall be upgraded and dedicated to highway in accordance with the Hertfordshire County Council residential construction specification for the first 10 metres as measured back from the near channel edge of the adjacent carriageway. Prior to use arrangements shall be made for surface water drainage to be intercepted and

disposed of separately so that it does not discharge from or onto the highway carriageway. Reason: To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018). Long stay (residents) cycle parking: Prior to the first occupation of the development hereby permitted a scheme for the parking for at least 52 bicycles including details of the design, security and siting of the proposed parking shall be submitted to and approved in writing by the Local Planning Authority. Cycle parking should be provided in a fully sheltered and secured area. The approved scheme shall be fully implemented before the development is first occupied 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 in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018). Visibility maintained: Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan number WIE10916 Site Access Drawing. The splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway of Sacombe Road. Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Grampian condition: offsite works A: Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence until a detailed scheme for the offsite highway improvement works of which some are shown in principle on drawing number 18/017/011C Layout Plan been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the Off-site highway works shall include: • Provision of pedestrian crossings in Sacombe Road and in Wademill Road (to connect to Hertford 001 Byway); • Provision of a new zebra crossing facility in Sacombe Road inclusive of extension of the zig zag markings to remove kerbside parking on the opposite side of the junction; • Site access upgrade works and land dedication to public highway around the site access; • Installation of kessel kerbing at two bus stops in Bengeo Street

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018). Grampian condition: offsite works B: Prior to the first occupation of the development hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details. Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

Rights of Way A: Notwithstanding the details indicated on the submitted drawings no works shall commence on site until an on-site Rights of Way improvement Plan and

dedication works has been submitted to and approved in writing by the Local Planning 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 and in accordance with Policy 5 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

Rights of Way B: Prior to the first occupation of the development hereby permitted the on-site Rights of Way improvement plan works (including any associated highway works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority. Reason: To ensure that the highway network is adequate to cater for the development proposed and in accordance with Policy 5 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

Standard Estate Road Condition- No development can be occupied until full details have been submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. Reason: To ensure satisfactory development and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policies 5 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Construction Management Plan / Statement: No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority, in consultation with the Highway Authority. This should be based on the Hertfordshire's Construction Management Template available from https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans. The development shall be carried out in accordance with the approved Construction Traffic Management Plan. 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). Bus stop improvements: The occupation of the development authorised by this permission shall not begin until the works to provide Kessel kerbs at the two bus stops in Bengeo Street have been completed in accordance with the Local Planning Authority's written approval and have been certified in writing as complete on behalf of the local planning authority; unless alternative arrangements to secure the specified works have been approved in writing by the local planning authority. Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Electric Vehicle Charging Points (EVCP): Prior to the occupation of the development hereby permitted, the details of the siting, type and specification of EVCPs, the energy sources and the strategy/management plan for supply and maintenance of the EVCPs shall be submitted to and approved in writing by the Local Planning Authority. All

EVCPs shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained. Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

PLANNING OBLIGATION INFORMATIVE:

Through the planning process the Hertfordshire County Council would recommend that the financial contribution of circa £40,425.000 for the SE GTP's identified scheme reference number- 258 (Walking and cycling connectivity to Hertford North station) is provided by the developer, together with a contribution of £40,425.00 to be spent on improvement works to the Byway (Hertford 001) to mitigate the incremental increase in traffic impact from developments and maximise the sustainability of the site in transport terms. In respect of Regulation 122 of the CIL Regulations 2010 the planning obligations sought from this proposal are: (i) Necessary to make the development acceptable in planning terms. (ii) Directly related to the development; (iii) Fairly and reasonable related in scale and kind to the development.

Highway Informative:

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

AN1. Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278/38 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The requirement as part of the offsite s278 works is to: • Provision of pedestrian crossings in Sacombe Road and in Wademill Road (to connect to Hertford 001 Byway); • Provision of a new zebra crossing facility in Sacombe Road inclusive of extension of the zig zag markings to remove parking on the opposite side of the junction; • Site access upgrade works including kerbline realignment and provision of footways to each side and land dedication to public highway around the site access; • Installation of kessel kerbing at two bus stops in Bengeo Street.

The details should be included as part of the s278 drawing as part of the required highway work in conjunction with the development. 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 http://www.hertsdirect.org/services/transtreets/highways/ or by telephoning 0300 1234047.

AN2: Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx or by telephoning 0300 1234047.

AN3: Storage of materials: 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.aspxor by telephoning 0300 1234047

Description of the Proposal

The subject site is located within the East Hertfordshire District Council area. It forms part of HERT4 Local Plan site allocation and EHDC Masterplan Framework for a total of 150 units. This is a full application for phase 1 of HERT4 demolition of garden nursery and erection of 52 dwellings.

History

The Highway Authority has provided an informal pre-application advice in June 2018 under EH/348/2018 for an outline application for up to 50 units. A Highway response was also provided in 2012 which raised no objection, however since 2012 a major shift in planning took place when the Local Transport Plan 4 was adopted in 2018. This puts a strong emphasis on designing places for pedestrian, cyclists and public transport users first

Analysis

The applicant has provided a Transport Statement, Travel Plan Statement for review as part of the application package. This is considered sufficient and in line with the requirements of the Roads in Hertfordshire: Highway Design Guide 3rd Edition, Section 1: Policy Information and General Guidance, Chapter 7: General Requirements for Transport Assessments, para 7.3 of the Roads in Hertfordshire Guidance. Various technical notes were also submitted by Waterman Group transport consultants acting on behalf of the developer.

Site Description

The site is located on land east of Sacombe Road in Bengeo. It is an existing plant nursery and agricultural land site located at the northern extent of the Bengeo urban area, adjacent to Sacombe Road. The section of Sacombe Road along the frontage of the site is classified as a local access "C" Road and is currently subject to the 30mph speed limit.

Sacombe Road has a single, undivided carriageway approximately 5.5m wide with a single lane of traffic available in places. No footway exists on the development's side of Sacombe Road. Two pedestrian footways separated by a row of hedgerow are provided on the opposite side of Sacombe Road. There is a pinch point where the public footway narrows down to circa 1.2m over a distance of approximately 30m in the vicinity of Bengeo School and southern end of Buckwells Field. Widening of the footway to the required 2m (3m ideally) would require hard engineering solutions (like localised carriageway widening to the east). This would be disproportionate to the fairly medium scale of this development but could be undertaken as part of HERT4 Phase 2.

Vehicle Access

The submitted drawing shows the application site will be served via an upgraded vehicle access from Sacombe Road. The existing access would need to be upgraded to accommodate refuse tracking, which currently shows conflicts between vehicles and pedestrians (vehicles overhanging the opposite lanes and footways). The kerb radius and alignment should also be amended to accommodate vehicle swept path. The access would also require installation of an uncontrolled pedestrian crossing to each side of the access. The works would need to be undertaken as part of the combined s278 and 38 agreements as the land around the access is currently not adopted highway.

The visibility of 2.4m x 43m from the access as shown in Appendix G of the TS is not in line with the Manual for Streets (Fig 7.18) standards, which require it to be measured up to the kerbline. The Highway Authority is however satisfied that adequate visibility can be achieved from the access within land under the control of the applicant or land within the adopted highway, maintained by the Highway Authority. The details can be secured by a planning condition.

Internal Road Layout

The LPA needs to be aware that the main spine road across the site is designed as a shared surface road with no segregated footways for pedestrians. Although the Roads in Hertfordshire Guidance allows for shared surface design for up to 50 dwellings, it also states under para 5.2.2 that they are more appropriate in cul-de-sac situations not on "through routes". This issue however relates more to a poor design rather than a highway impact matter and cannot constitute a reason for refusal of this application, particularly as none of the internal roads will be publicly adopted. The Highway Authority advises however that a condition is secured by the LPA to request the details of a better "shared surface" design to the one proposed. The Roads in Herts Guidance for example refers to provision of gateway features on entry to the shared surface, clearly marked parking and

no parking areas, appropriate landscaping, block paving extended throughout the entire shared surface area, etc.

The attention is also drawn to the fact that the width of the spine road on its bends is insufficient and provides nil visibility to allow a refuse vehicle to safely pass a pedestrian walking in this "shared space" arrangement. The Highway Authority therefore recommends that the width of the road on the bends is widened by circa 500mm- 100mm to allow a pedestrian to safely step out of the way of oncoming larger vehicle.

The Waste Collection Strategy is shown as part of the revised plans. The dragging distances to the Bin Collection Points around various locations of the housing layout appear to meet maximum standard of 25m contained in the Roads In Herts Guidance (Para 6.8). The East Herts Waste Collection services would ultimately need to be satisfied with the proposed arrangement.

The internal tracking of a refuse has now been revised and it takes into account vehicles parked in certain areas of the spine road. Para 9.2 of the Roads in Herts also states that where on-street parking is likely to occur, the carriageway should be a minimum of 5.5m wide, which is now shown on the updated plan.

Pedestrian access and facilities

The revised plans now show three new pedestrian crossing facilities in Sacombe Road, which is welcome. A further uncontrolled pedestrian crossing in Wadesmill Road is also expected to be provided as part of this application to ease access to the Byway (Hertford 001) and allow connection with a wider highway network. Also, as part of HERT 4 North of Hertford the site is expected to connect with the Rights of Way network in the vicinity. The Hertfordshire's Rights of Way team request that the link shwon to the norther section of the development site is designed and dedicated as bridleway under S.25 Highways Act 1980. This should be designed as a segregated from traffic 3 metres wide cycle/pedestrian path not part of the shared surface design as currently shown on the submitted plans. The Department for Transport (DfT) has requested that highway authorities to pause the construction of shared space schemes, not already beyond their detailed design stage (as of the 25th July 2018). This however does not include private land. However, should a public thoroughfare pass through a private land or be dedicated (in this case as a bridleway within the norther section of the site) then designers should be expected to follow published guidance in the vicinity of that thoroughfare as laid out in the tactile paving guidance produced by the DfT and retain kerb heights as recommended in the guidance. The provision of a segregated link connecting Sacombe Road with the Byway (Hertford 001) would require narrowing down the shared surface road, no dig solution around the tree roots, etc.

Cycling facilities in the area are generally undeveloped. However, there are multiple opportunities for cycling to be improved as part of the proposals. For example, the strategic location of the site in the centre of the PROW (also allowing access for cyclists) network lends itself to opening it up for cyclists in the east and North-West direction.

There is a ROW public restricted byway leading to Chagmore End along the eastern site's boundary accessed off Wadesmill Road, which is also a cycleway; to the north west there is also a restricted byway/cycleway no 09 leading towards Vicarage Lane, accessed off Sacombe Road. The Highway Authority will seek to upgrade the Byway (Hertford 001) as part of this submission. The works recommended by the ROW team include: • Re-surfacing the first section of the restricted byway from Wadesmill road adopted highway to the garages at the rear of houses facing the road three metres wide with a non-sealed surface composed of clean crushed concrete/hard core or equivalent, to the County Council's Standard Public Rights of Way Surfacing Specification (copy available), with an appropriate camber/cross fall clearing vegetation and levelling the adjacent verge to a minimum width of 1.5 metres to give horse riders a softer alternative. • Install signs on the road either side of this junction to alert drivers that horses might emerge onto the road from the Byway; • From this point to surface half the width of the restricted byway (minimum 105 metres) in a similar way, leaving a similar width to one side unsurfaced to give horse riders a softer alternative.

The accessibility audit between the site and the nearest local amenities, schools, gp surgery, retail, bus stops, local centre, etc has been undertaken to evidence how the future residents will be able to safely walk and cycle to and from the site, as shown in Appendix E.

Loss of park and stride facility to the local school

The Highway Authority is aware of the local objections to the loss of the "park and stride" facility to the Bengeo Primary School, which was provided on this site. This objection however is not a material highway consideration for the following reason: no extant permission exists for such facility/use; the use was provided on a voluntary basis by the land owner; the land is a private land; encouraging driving, rather than walking and cycling to/from the school is contrary to the objectives of the school travel plans and the adopted Local Transport Plan Policy 1; the school catchment areas are set by the school.

20 mph speed zone

A 20mph zone is proposed in the vicinity of the site, in Sacombe Road. Whilst the Highway Authority generally welcomes changes, which aim to reduce the speed limits and increase road safety, in this case, although desirable, the proposed 20mph zone cannot be accepted for the following reasons: • the site layout is not designed with an active frontage, • the speed survey was only undertaken on a single day by using a radar speed gun. TA22/81 "Vehicle Speed Measurement on All Purpose Roads" (VSMoAPR) para 4.2, states that more than one set of measurements be taken and that at least two (and preferably more) recording periods at the site are required, at different times of day and on different days of the week. Also the 'free flow' conditions at the time of speed check were not compliant with para 3.2 of the same guidance, which states that in free flow conditions headways and lateral displacements are usually so large as to ensure that drivers are in no way prevented, by the close proximity of other vehicles, from driving at

the speed of their own choice. • It fails to comply with the Hertfordshire's Speed Management Strategy.

Emergency Vehicle access

The details of the emergency vehicle tracking are included in Appendix E2 (15509-WIE-ZZ-XX-DR-C-05002- Fire Tender Tracking). This appears to show each dwelling located within the recommended emergency vehicle access of 45 metres from the highway in line with the guidelines contained in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations 2010: Fire Safety Approved Document B Vol 1 – Dwellinghouses'. The Herts Fire and Rescue should however be consulted separately on the acceptability of the proposals.

Parking

Car Parking Provision

Details of the car parking provision are contained in Appendix K of the TS and para 4.5. Parking appears to be consistent with the Updated Vehicle Parking Standards Supplementary Planning Document and the Roads in Hertfordshire: Highway Design Guide 3rd Edition, Section 4 – Design Standards and Advice, Chapter 9 – Vehicle Parking Facilities, para 9.3 Dimensions for car-parking spaces and manoeuvring areas. The dimensions of the bays and reversing space appear to meet the standards contained in the Roads in Herts Guide.

East Hertfordshire District Council as Parking Authority will need to take a view as to whether the proposed number of spaces is acceptable.

Cycle Parking

Cycle storage areas are included in Appendix L. Based on the Updated Vehicle Parking Standards Supplementary Planning Document and Hertfordshire County Council Cycle Parking Guide one long term (resident) space per unit should be provided. Cycle parking for houses will be either in garages or sheds. Cycle parking for plots 36 and 47 will be within garages. Cycle parking for plots 39-46 would be provided within a cycle store located on the ground floor of the apartment block. The details of the type of cycle parking can be secured by a planning condition.

Road Safety Audit

An updated Stage 1 Road Safety Audit (RSA) has been submitted. This is currently being reviewed internally.

Highway Safety

The applicant has obtained collision data from HCC for the recent five-year period (2014-2018). During this time, two serious collisions were recorded involving vulnerable road users (motorcyclists, pedestrian and pedal cyclist). Although no patterns were revealed, the severity of collisions and their location on the local road network is particularly relevant given the emphasis that the TS places on the proximity of the development to the local schools (Bengeo Primary School, Duncombe School Preparatory School, etc.) and in terms of encouraging trips made by sustainable transport.

Electric charging points

To meet the Local Transport Plan 4 Policy 5h, the Highway Authority needs to ensure that any new parking provision in new developments provides facilities for electric charging of vehicles. The details should be secured by a planning condition.

ACCESSIBILITY

PUBLIC TRANSPORT RAIL

The nearest railway station is located approximately 1 mile south west of the development is Hertford North. Hertford North currently has an hourly service to Stevenage and a half hourly service calling all stations to Moorgate.

Bus Access

The nearest bus stop is located approximately 300m south of the site on Bengeo Street. The bus stop has one service that operators from the stop, this is service 333 operated by CentreBus under contract to Hertfordshire County Council. The 333 has a Monday-Friday 30-minute frequency and a Sunday frequency of hourly between 9:47 – 16:47.

Facilities are basic and would warrant improvement under the three tests of the CIL regulations.

ACCESSIBILITY

Discussions with HCC's Transport Access and Road Safety unit (TARS) identified that, as a requirement of the development a section 278 works would need to secure the upgrading of the nearest bus stops in Bengeo Street to be DDA compliant: 2 x Kessel kerbs.

Mitigation measures

Planning Obligations / Community Infrastructure Levy (CIL):

The HCC's Planning Obligation Guidance (2008) implements a two-strand approach to planning obligations in order to address the immediate impacts of the new development (first strand), and the cumulative impacts of all development on non-car networks

(second strand). The Highway Authority will seek, wherever possible, to secure highway works via planning Condition and s278 agreement.

First strand: • Provision of pedestrian crossings in Sacombe Road and in Wademill Road (to connect to Hertford 001 Byway); • Provision of a new zebra crossing facility in Sacombe Road; • Site access upgrade works including kerbline realignment and provision of footways to each side and land dedication to public highway around the site access; • Installation of kessel kerbing at two bus stops in Bengeo Street

Second Strand (s106): In accordance with the HCC Planning Obligations Guidance, contributions are sought on a unit rate basis and are pooled where appropriate. For residential use the charge is based on the number of bedrooms. This is calculated based on the accessibility zone the mix given in the planning application form:

• 4 one-bedroom units x £625= £2,500; • 15 two-bedroom units x £750=£11,250; • 22 three-bedroom units x £1125=£24,750; • 11 four-bedroom and more units x £1500=16,500.

Total: £55,000.00 (£80,850.00 with the SPONS uplift).

The estimated contribution is to be index-linked (SPONS) from the date of the S106 agreement to the date of payment (this produces an uplift of approximately 47% (£25,850.00 and with the uplift: £80,850.00) to the figures quoted in the aforementioned Toolkit) and should be spent towards implementation of the following sustainable transport measures: • Monetary contribution of £40,425 towards SE GTP identified scheme for: Identify a few safe routes, such as Nelson Street, Byde Street and Wellington Street, for pedestrians and cyclists through Bengeo (and across the B158) for future residents of the North of Hertford development to use to reach Hertford North railway station. Consider measures to discourage pavement parking (such as introducing formalised parking bays where appropriate), additional dropped kerbs, new informal crossings, potentially wayfinding signs and a formal crossing at the Bengeo Street/Warren Park Road junction. • Monetary contribution of £40,425.00 should be secured to upgrade the adjacent Byway (Hertford 001). • Obligation to create and dedicate as segregated bridleway 3 metres wide “through route” for pedestrians and cyclists across the northern section of the site to connect with Sacombe Road and the Byway (Hertford 001). The path should be dedicated as a public bridleway through a creation agreement under S.25 Highways Act 1980.

TRIP GENERATION AND DISTRIBUTION

Existing Trip Generation

The existing trip generation rates are based on the traffic survey undertaken on Tuesday 24th April 2018 between 7:30-9:30am and 4:30pm-6:30pm. The existing number of trips generated by the existing nursery (bedding plant specialists) is contained in Appendix M of the TS.

Proposed Trip Generation

The proposed trip generation rates are based on the TRICS database. The sites used in the analysis are “Houses Privately Owned” land use category.

The TRICS analysis excludes sites in Greater London, Ireland and Scotland and refined to developments of 10 to 82 units with an edge of town location. Overall, this approach to estimate the number of trips generated is considered to be robust.

The predicted number of trips generated by the proposed development is contained in the Table 4 of the TS. The proposed development is expected to have a negligible impact on the local highway network and the impact of development would not be severe.

Trip Distribution

The trip distribution is based on Census Journey to Work data for the East Herts D14 area. Trips have been assigned using the route finder in Google Maps. The majority of trips are shown to use Wadesmill Road and Bangeo Street, which is reasonable.

Travel Plan Statement

The application is accompanied by a Travel Plan Statement, prepared in accordance with the HCC Travel Plan Guidance for Business and Residential Development (2014) link:www.hertfordshire.gov.uk/travelplans.

The Travel Plan team are satisfied with the submitted TPS.

Construction Management Plan

The Construction Management Plan (CMP) is outlined in Section 7 of the TS. This provides some general principles for the proposed works. The details should be secured by a planning condition. The CMP template can be downloaded from the Hertfordshire’s website: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans

SUMMARY

The impact of this development on the local highway network has been assessed and is shown to be acceptable with improvement to the public transport and walking and cycling. This is to be secured via s278 works and s106 contribution. These requirements are summarised as follows:

S106 Agreement

A s106 agreement will be required to secure;

• Monetary contribution of £40,425 towards SE GTP identified scheme • Monetary contribution of £40,425.00 should be secured to upgrade the adjacent Byway (Hertford 001). • Bridleway creation agreement under S.25 Highways Act 1980.

S38/278 Agreements

A s38/s278 highway agreement will be required to: • Provision of pedestrian crossings in Sacombe Road and one in Wademill Road • Provision of a new zebra crossing facility in Sacombe Road inclusive of extension of the zig zag markings to remove parking on the opposite side of the junction; • Site access upgrade works including kerbline realignment and provision of footways to each side and land dedication to public highway around the site access; • Installation of kessel kerbing at two bus stops in Bengeo Street
CONCLUSION

The Highways Development Management team has considered the impacts associated with the proposed development of the Former Bengeo Nursery Sacombe Road in Hertford based on the information submitted by the applicant, the Transport Statement, Travel Plan Statement, Accessibility Audit and the detailed plans. The highway safety, accessibility and capacity have all been assessed.

The Highway Authority is satisfied that the proposed development will not have a 'severe' impact on the highway (Ref- paragraph 109 of the NPPF_Feb_2019_revised). Furthermore, the proposed improvements to walking, cycling and public transport would mitigate the impacts on the local highway networks. Therefore, HCC have no objection to the proposal subject to the aforesaid informative and conditions.

Ania Jakacka

Date 18/10/2019

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