

Essential Reference Paper C1

3/13/0804/OP – HCC Highways consultation replies

1 Conditions

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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 1995)

Director of Planning and Property
East Herts District Council
Wallfields
Pegs Lane
Hertford
SG13 8EQ

District ref: 3/13/0804/OP
HCC ref: EH/311/2013
HCC received: 07/06/2013
Area manager: Paul Chappell
Case officer: Vetti Vettivelu

Location

Land at Bishops Stortford North
Bishops Stortford

Application type

Full application

Proposal

Erection of up to 2,200 dwellings inclusive of affordable housing; green infrastructure, amenity and formal and informal recreation space; landscaping; development of 2 mixed use local centres on 4.1 hectares of land providing up to 21,000 sq.m. (gross) commercial floorspace (Use Class B1 a, b and c) inclusive of (if required) a maximum of 3,000 sq.m. (gross) for a healthcare facility (Use Class D1) together with retail floorspace (Use Classes A1, A2, A3, A4 & A5) up to a maximum of 1,200 sq.m. (gross) and the potential for other community/cultural/leisure (Use Class D1 & D2) If required (floorspace to be agreed); two primary schools and associated facilities; a park and ride facility for approximately 100 vehicles; 4 new junctions (A120, Hadham Road, Rye Street and Farnham Road); estate roads and public transport route (including a link along Dane O'Coys Road); footpaths/cycleways; site profiling/earthworks; a noise bund with barrier; a sustainable drainage system; utilities services including foul water pumping stations; 2 residential garden extensions; and the demolition of 221 Rye Street and 164 & 165 Hadham Road - all matters reserved except as below: FULL DETAILS OF: ? Appearance, landscaping, layout and scale of the residential element and Park & Ride of Phase 1; and ? Access for Phases 1 and 2.

Decision

Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Condition 1: No development shall commence until the phasing programme has been approved in writing by the Local Planning Authority on consultation with the Highway Authority. The provision of all elements in the phasing programme shall be carried out in accordance with the approved phasing programme and the time triggers specified in it, unless otherwise agreed in writing by the local planning authority.

Reason: To provide clarification on how the development will be delivered to assist determination of reserved matter and to ensure that necessary infrastructure provision and environmental mitigation is provided in time to address the impact and needs of the development.

Condition 2: Prior to the commencement of each phase of development in the phasing plan, detailed plans of all proposed new highway infrastructure or modifications to existing highway infrastructure shall be submitted to the Local Planning Authority for approval in writing. This must include all works external to the site, details of the internal road layout and car parking layout and the extent of proposed road adoption and drainage provision.

Reason: To ensure that all highway works and internal roads are built to Highway Authority standards and requirements.

Condition 3: Construction of the approved internal and external highway works shall not commence until the applicant enters in to the relevant legal agreement for road works as set out in the Highways Act 1980.

Reason: In the interests of highway safety and public liability.

Condition 4: Prior to commencement of each phase of the development, the details of all materials to be used for hard surfaced areas within the site, including roads, drainage details, driveways and car parking areas shall be submitted to the Local Planning Authority for approval in writing.

Reason: To ensure that internal roads, drainage and parking areas are built to Highway Authority standards and requirements.

Condition 5: Prior to commencement of the development the applicant shall submit a construction management plan to the Local Planning Authority for approval in writing. The construction management plan shall contain the phasing of the development, programme of works on site, area for construction vehicle parking and storage and delivery of materials within the development site, construction vehicles wheel washing facilities and details of construction vehicle routing to and from the site.

Reason: To minimise impact of construction process on the on local environment and local highway network.

Note. Note: The current proposal is detailed application for the western section of the development proposal. The applicant should submit detailed design engineering drawings with clear marking of dimensions suitable for Stage2 safety audit and

design checks. For example at present the access drawings are same as those agreed in principle in the outline planning application stage.

The applicant is keen to start the works on site on completion of the S106. It means that applicant needs to enter in to detailed design discussions with the highway authority in conjunction with S106 works. Normally detailed design works are discussed after the completion of S106. After discussion between the applicant the highway authority, this authority has agreed to provide the necessary resources to assess the detailed drawings subject to the applicant offer a cost undertaking for highway authority to recover the cost.

The suggested condition 1, 2 and 3 above applies to detailed design and legal agreement. The applicant is not in a position to commence access works without S278 and the highway authority will not enter in to S278 without design approval. Similarly construction of internal roads requires design approval for road adoption. In terms of road adoption all roads with no wider highway benefit will not be considered for adoption. I.e. roads such as cul-de-sac serving number of properties, car parks will not be considered for adoption. The applicant should submit a layout plan to highway authority and agree on the road adoption plan.

Condition 4 refers to drainage. My understanding is the suds regulation is to be implemented in November 2014. There is still some doubt about the roles and responsibility on road drainage. At present the responsibility is with LPA. As the detailed design is developed the applicant may need to consult the Suds Authority.

Condition 5 refers to construction management plan. This is important to assess the traffic management measures and to address any concerns raised by the local residents.

Regarding planting of trees and long-term maintenance within the highway boundary applicant should refer to Tree Strategy in the attached link and for further information should contact Mr. Peter Simpson. The email address is peter.simpson@hertfordshire.gov.uk

<http://www.hertsdirect.org/services/transtreets/highways/info/treestrat/>

Signed

Date 26/03/2014

2 The internal layout

Horizontal Geometry

All road and footway widths meet the 'Roads in Herts' standards for the respective road categories.

The horizontal curve radii appears to be below standard a number of places. We've highlighted these on the attached plan (annotated in blue). Of these sub-standard curves, the main concern is the >90 degree bend at the south-west corner of Parcel B19. This appears very tight; it's unlikely two vehicles travelling in opposite directions will be able to pass at this point, and the presence of the house on the inside corner will restrict visibility. We would advise the radius is increased at this location. As the changes to the curve radius is likely to have a large impact on the plot positions in Parcels B19 and B21. We believe this should be addressed at this stage of the application.

The other sub-standard radii curves do not appear to be as much of an issue, however if these cannot be increased to meet the Herts standard then we would advise raised tables installed to reduce traffic speeds around the curves.

We would also advise that a raised table is installed at the junction to the west of Parcel 23 and on the curve to the north of this. This is a relatively long section of road currently shown without any traffic calming features and so there would be a risk of excessive vehicle speeds.

Visibility

The visibility splays for the junctions from Parcels B7 and B8 onto the major access road are obstructed by the on-street parking bays and it is advised these are relocated away from the junctions. All other junction visibility splays appear acceptable.

There are a number of driveways that access onto the rear of the footway where the required 2m x 2m visibility splays cannot be achieved due to the surrounding landscaping. The position of trees may also require tweaking around junctions to ensure the visibility splays are not blocked by these, however this can be reviewed at a later stage. Please also refer to our more general comments about the location and specification of trees in the highway and their future maintenance.

Vertical Geometry

Long sections have been provided for the majority of the adopted roads, all of which have gradients between 1:20 and 1:100 and so are acceptable. Vertical curve radii are also acceptable. It should be noted there are a number of roads proposed for adoption for which long sections have not been provided and so further details will be required on levels in these areas. As the gradients of the adjacent roads are not too steep it appears unlikely that these roads will be steeper than the maximum permitted gradient and so can be agreed at a later stage.

Drainage

It is noted that exceedance swales are proposed along either side of the major access road running through the site in the verge areas proposed for adoption. Further details will be required on whether these swales will take only highway drainage or drainage from private areas as well, however full highway drainage design details can be agreed at a later stage along with highway gully positions etc. Please also refer to our more general comments regarding the approval process for SUDs features.

Vehicle Swept Paths

These are generally acceptable. There are a few areas where the vehicle tracking may be compromised by the tree pits in the carriageway shown on the landscaping layouts and so the tracking will need to be amended in a number of places.

It is noted that a large three wheel refuse vehicle has been used in the checks, You should confirm that the dimensions of this vehicle match the refuse vehicle that the Council would anticipate using when making refuse collections in this area in future. We assume the LPA waste officer will be reviewing compliance of bin carry distances etc? Vehicle turning head areas are also acceptable.

Other Observations

- o The large verge area to the south of Parcel 16 is shown on the tracking drawings as providing access to a driveway and so part of this area will need amending to road surfacing to allow for access to the driveway.
- o Bus Stops – All bus stop locations generally seem acceptable however it would be useful to be able to review of the locations on a single plan for the whole BSN site which also provides clear indication of the proposed bus route.

- o Parking Provision – It is important that the parking provision agreed inc. visitor parking spaces is sufficient to avoid the need for on-street parking which due to the nature of the design would introduce obstructions to visibility at junctions.

Date: 26 March 2014