



**Sent:** 02 August 2019 09:40  
**To:** Planning Mailbox  
**Subject:** Planning application 07/19/0200/F - Fairmead

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

**District ref:** 07/19/0200/F  
**HCC ref:** BR/53/2019 (Amended)  
**HCC received:** 23/07/2019  
**Area manager:** Roger Taylor  
**Case officer:** Matthew Armstrong

**Location**

Fairmead  
90 Cuffley Hill  
Goffs Oak  
EN7 5EX

**Application type**

Full application

**Proposal**

Erection of 58 dwellings (17no. 2 bed , 14no. 3 bed, 22no. 4 bed, 1no. 5 bed) with associated infrastructure

**Amendment**

Technical Note submitted

**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 recommends that permission be refused for the following reasons:

1) The site does not make sufficient provision for all residents and visitors to travel sustainably, and therefore does not comply with paragraphs 108 and 110 of the revised NPPF (2018) and policies 1, 5, 6, 7, 8, 9, 19 of HCC's LTP4 (2018). In particular there are no improvements proposed to bus infrastructure for those residents and visitors of the development wishing to use this mode of transport, and no measures are provided to ensure residents of the site can safely and conveniently cross the Cuffley Hill carriageway. The applicant has also not considered Hertfordshire County Council's planning obligations toolkit and the importance of securing wider/pooled s106 contributions towards CIL compliant schemes.

2) There is insufficient information supplied with this application to enable the Highway Authority to reach a recommendation. In the absence of the necessary information, the Highway Authority recommends refusal due to doubt over possible implications for highway safety and convenience. In particular, there is a lack of vehicle tracking diagrams at the proposed access point to demonstrate it will not affect the free and safe flow of public highway users. The need for junction protection is also not successfully addressed.

#### COMMENTS:

A new Technical Note dated 18th July 2019 has been submitted to try and overcome the concerns of the Highway Authority. The main issues from the original submission are outlined below:

- Lack of tracking diagrams at the proposed access, including supermarket delivery vans and refuse vehicles:

Minor amendments to the access have been made. Revised and additional tracking diagrams of a refuse vehicle have been submitted which are now acceptable.

A small van at 5.9 metres long has now also been tracked. A supermarket delivery van at circa 6.5 metres has not however. Tracking should be submitted to show such a vehicle can pass by a 4.8 metre car at the site access, to/from all directions.

- Double yellow lines needed along the initial stretch of the service road by the new access point:

The Technical Note observes that existing refuse vehicle movements need to use the whole width of the service road, and that as residents know the day of collection they are likely to move their car at present and would continue to do this in the future. It concludes that yellow lining is not necessary,

The introduction of the new access arrangement results in the loss of at least 4 roadside parking bays along the service road. This is likely to increase pressure along its remaining cul-de-sac sections for roadside parking. The development is also a tenfold increase on the current 5 dwellings accessed off this service road, and the risk of overspill parking onto it will therefore increase. Furthermore, mid-sized service vehicles which need to access the existing dwellings (a slightly more regular movement) will need clear carriageway to make the sweeping turn in if approaching along Goffs Lane and then needing to turn down the service road in the opposite direction. Back and forth manoeuvring just behind the main bellmouth access would otherwise result, which is not desirable given the nature of Cuffley Hill.

Overall, double yellow line junction protection is considered necessary around this new access arrangement for visibility purposes, and to facilitate general ease of movement in and out by all highway users.

- Pedestrian audit of routes from the site to Cuffley Station and Newgatestreet Road shopping parade needed, with improvements proposed where necessary:

The Technical Note includes a pedestrian audit and identifies three existing junctions which do not benefit from tactile paving: The Meadway, Cuffley Station access road and Robinson Avenue. The Note goes on to dismiss upgrading the Cuffley Station access on the basis of "significant" works and the possibility that third party land is needed to deliver. However, there is no confirmation that third party land is needed and

the applicant should obtain a highways boundary plan to check. It is not clear why any works here are considered “significant” or what possible costs associated with this would be.

It is assumed the applicant agrees to the introduction of tactile paving at The Meadway and Robinson Avenue junctions, but this is not specifically stated in the Note.

Improvement works at the Cuffley Hill / Goffs Lane / Newgatestreet Road junction are dismissed on the basis of a future scheme identified here in Broxbourne’s Transport Strategy, but no commitment to a financial contribution towards this is given (see final point below).

- Visibility from individual driveway accesses is not shown across the site (in particular, pedestrian visibility):

Not addressed in the Technical Note.

- Some clarification would be helpful on the treatment to be applied at the points where internal footways cease and enter shared surface carriageways, especially where speed tables form a part of the design. It would not be desirable for those in wheel chairs for example to have to route up or down a speed table where footways cease:

Not addressed in the Technical Note.

- Travel Plan substandard:

Not addressed in the Technical Note.

- Neither of the two closest bus stops to the site along Cuffley Hill benefit from raised Kassel kerbing, and only one has a shelter in place:

Not addressed in the Technical Note.

- It is not clear how pedestrians from this site will safely cross from one side of the Cuffley Hill carriageway to the other in order to access the bus stop on the opposite side of the road.:

Not addressed in the Technical Note.

- A pooled contribution towards highway capacity improvement schemes is considered justified, due to its cumulative impact. Broxbourne’s Transport Strategy 2017 outlines a key scheme in the form of signalisation of the Newgatestreet Road / Goffs Lane junction, which would better manage the flow of traffic through this junction as well as benefit pedestrian movements (therefore embracing the ever-increasing focus of both national and regional planning policy on sustainable travel). The Strategy estimates costing of this scheme to be £250,000, and a pooled s106 contribution towards this should be sought from this development.

No mention of a pooled contribution towards this scheme made in the Technical Note.

To conclude, many of the concerns previously raised remain unresolved, and refusal is still recommended at this stage.

**Matthew Armstrong**

**Date 02/08/2019**

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