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

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

District ref: 3/24/1255/OUT
HCC ref: EH/21612/2024
HCC received: 11 July 2024
Area manager: James Dale
Case officer: Adrian McHale

Location
Land South Of A507, West Of A10 Buntingford

Application type
Outline

Proposal
Outline planning application for development of employment land (flexible use B2, B8, E(c) and E(g)), informal open space, associated works and infrastructure including a new access from A507, with all matters reserved except for access

Recommendation
Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

REASONS AND COMMENTS

HCC Highways does not consider that current access arrangements on to the A507 (Baldock Road) are safe for all road users and therefore represent an unacceptable impact on highway safety. HCC Highways also has concerns regarding the delivery of the sustainable infrastructure and travel plan that would be needed to ensure the site can be unlocked sustainably and avoid an unacceptable impact on the road network.

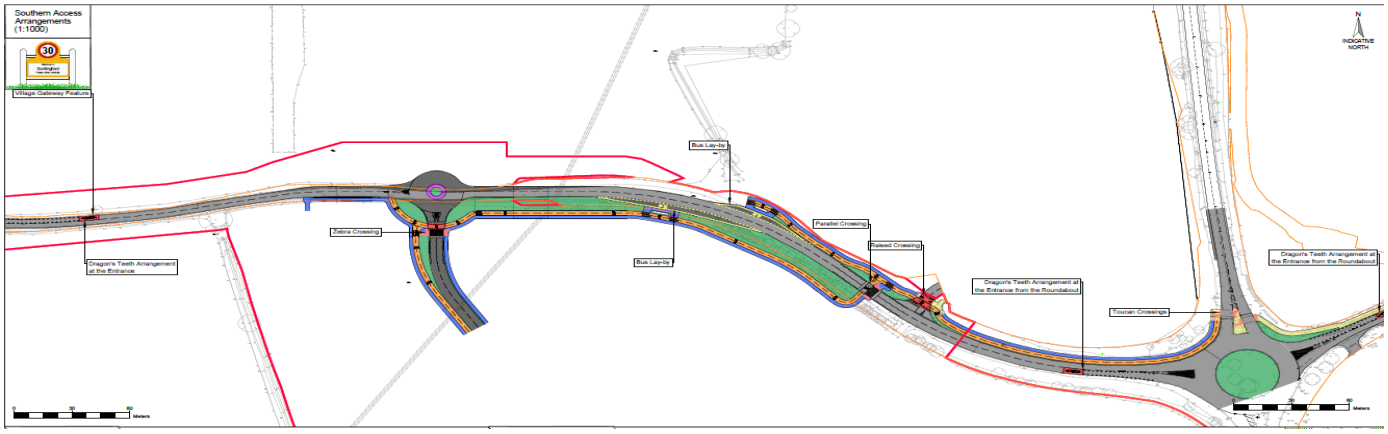
Introduction

Proposals have emerged to develop a site to the west of Buntingford and the strategic A10 for development of employment land (flexible use B2,B8, E(c) and E(g)), informal open space, associated works and infrastructure including a new vehicle access with the A507 Baldock Road. An outline planning application (3/24/1255/OUT) has been submitted by Hallam Land Management, with

all matters reserved except for access. The application is supported by a Transport Assessment (Ref: 23161-TA-02, June 24) and a Framework Travel Plan (Ref: 23161-TA-02, June 24) prepared by Jubb Consulting Engineers Ltd. and HCC Highways has considered these documents in response to the planning application.

A507 Vehicular Access

As indicated it is proposed that the main vehicle access to the site would be a junction with the A507 Baldock Road. This junction is to take the form of a roundabout.



However, the A507, a Principle A Road, is subject currently to the National Speed limit (60mph) in this location and does not become subject to a 30mph speed limit until circa 600m east of the access, circa 125m east of the A10, in Buntingford when it is clear and naturally enforcing. The applicant/ Jubb proposes to relocate the 30mph speed limit sign circa 180m east of the proposed access to the site and reinforce it with 'Dragon Teeth' road markings. However, giving the nature of the road which is a sharp downhill in this location it is not considered that vehicles will naturally adhere to the proposed 30mph speed limit and the vehicle access would be unsafe. Furthermore, a roundabout access is unlikely to reduce vehicle speeds significantly prior to the proposed bus stops and toucan crossing to the east. Therefore, HCC's Speed Management Group (SMG) are unlikely to promote the TRO and thus the site could not be accessed safely.

Additionally, the relocation of the speed limit from within Butingford would necessitate a section of the 60mph A10 strategic link road and its roundabout with the A507 being subject to 30mph and this would be unsafe, unenforceable and unpractical for strategic traffic and would not be supported by the SMG either.

Baldock Road Looking West from Proposed Access



Baldock Road Looking East from Proposed Access



Cycle Access

Whilst the proposals along Baldock Road to the west of the A10 are generally good and can be refined in Reserved Matters, HCC has concerns about the details and deliverability of the proposed route within Buntingford. The route will be needed in entirety to unlock the site sustainably in line with the Policies promoted in HCC's Local Transport Plan (LTP) 4, May 2018.

Bus Access

Existing bus stops are slightly beyond what HCC would recommend at 500-600m walk, hower with the delay crossing the A507 and A10 this is considered too substantial to encourage sustainable travel by bus. However, the applicant is providing bus stops outside their site which could address this. Unfortunately the TA does not give details of how they would be served and HCC's PTU department considers that with the aforementioned access problems they will not be served.

Framework Travel Plan

A review of the Framework Travel Plan by HCC's Travel Plan team has indicated matters that need to be resolved before the plan can be approved.

- Details of Travel Plan Coordinator (TPC) and its duties are missing;
- Secondary contact details must be provided in case TPC leave;
- An statement from the senior management is required in case developer sell and leave to inform HCC who to going to be responsible for implementing the TP
- monitoring must be multi modal not only questionnaire;
- monitoring of the site must happen for 5 yeas post full occupation;
- TP document needs to be reviews annually for 5 years post full occupation;
- An evaluation and support fee of £1200 per annum for 5 year post full occupation needs to be secured via s106 legal agreement

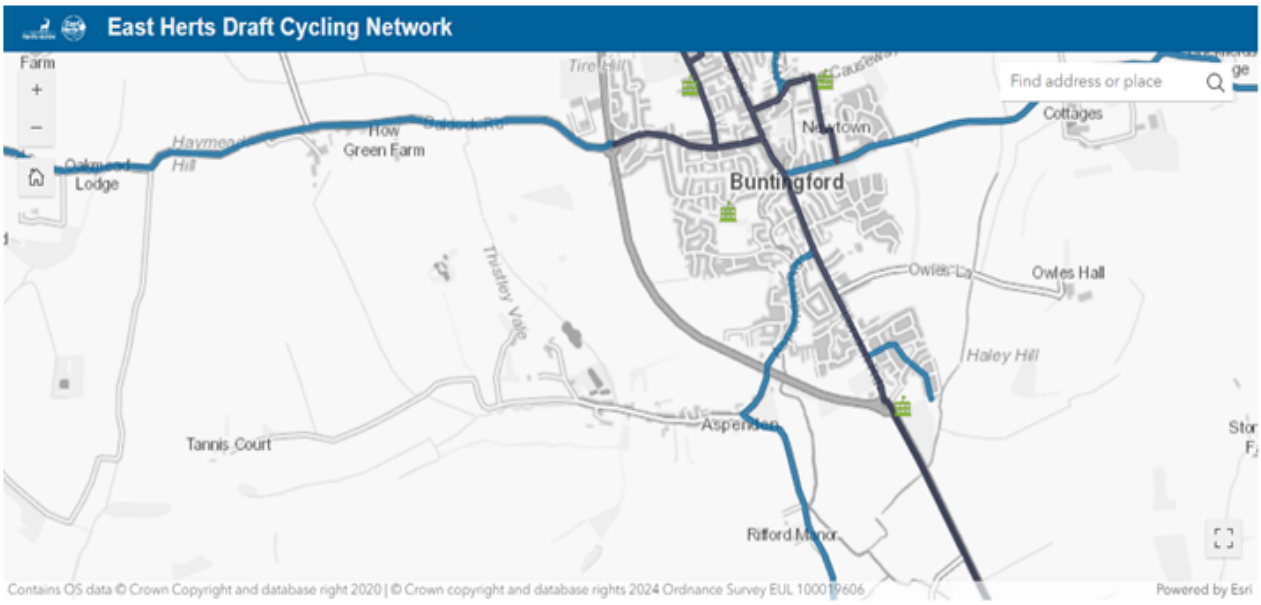
Contributions

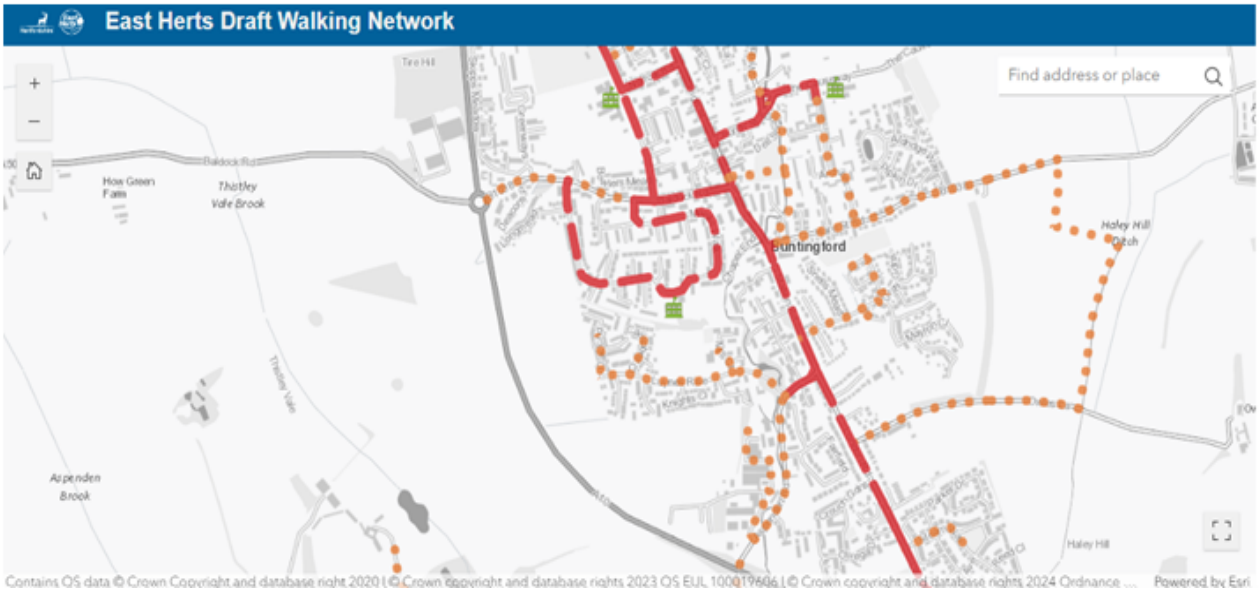
HCC Highways operate two levels of mitigation agreements (Strand 1 and Strand 2). Where Strand 1 mitigation works being works that are directly required to unlock the development and solely the responsibility of the development. Strand 2 mitigation works being works that address the wider cumulative impact of the development for which the development isn't solely responsible for but does derive benefit from.

In the first instance HCC would envisage that immediate improvements to the surrounding pedestrian/cycle network and bus network improvements once agreed as with travel plan contributions are delivered via a S278 agreement or S106 agreement.

In the second instance (Strand 2) HCC calculate an appropriate headline figure based on the findings of HCC's adopted Developers Planning Obligation Toolkit (2021). Strand 2 contributions should address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. These local sustainable networks must be provided in their entirety to provide the sustainable connections to the key trip generators, as such contributions will be pooled to fund these networks within the local area (subject to any legislative restrictions), as supported by National Planning Policy Framework (NPPF). This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second strand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.

For the commercial element of the site of the proposed nature (assuming a 50/50 split between B2 and B8 uses) the TRICS database estimates that circa 587 employees would be on site which suggests that a contribution of up to £247,714 would be expected if the scheme were subsequently be approved. Both of which in accordance with the Toolkit would be index linked to SPONS Jan 2019. This would be allocated primarily to extension of the London Road Active travel scheme and the additional cycling and walking routes within Buntingford identified by EHDC in their emerging Local Cycling and Walking Improvement Plan (LCWIP).





Signed
Adrian McHale

1 August 2024