

**Appeal Transport
Statement**
July 2025

EAS

**Friends Green
Porsche**

Damask Green Road, Weston

SG4 7BU

Friends Green Farm

Document History

JOB NUMBER: 4674/2025
DOCUMENT REF: Appeal Transport Statement
REVISIONS: A – Client Draft

Revision	Comments	By	Checked	Authorised	Date
A	Client Draft	CT	PE	PE	25/07/2025

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The content of this report is based on information available as of July 2025, the validity of the statements made may therefore vary over time as planning guidance and policies and the evidence base change.

Contents

1	Introduction	1	4	Summary and Conclusions	10
	The Site and Background	1		Summary	10
	Planning History of the Site	1		Conclusion	10
2	Outline of Development Proposals	3	Appendices		11
	Outline of Development Proposals	3		Appendix: A - Location Plan	
	Vehicle Access	3		Appendix: B – Site Access Proposals	
	Servicing	5		Appendix: C – REF: 25/00926/FP	
3	Response to Highway Authority	6		Decision Notice	
	Nature and Purpose of the Southern			Appendix: D – Forward Visibility	
	Access	6		Appendix: E – ATC Data	
	Planning History and Change in			Appendix: F – REF: 25/00926/FP	
	Approach	7		Highways Comments	
	Trip Generation and Site Use	8		Appendix: G – Road Safety Audit	
	Forward Visibility and ATC Survey	8			

1 Introduction

- 1.1 This Appeal Transport Statement has been prepared by EAS Transport Planning in support of a planning appeal concerning revised access arrangements at Friends Green Porsche, located at Paddock View Barn, Friends Green, Damask Green Road, Weston, Hertfordshire SG4 7BU.

The Site and Background

- 1.2 The site under consideration is located circa 1.5km south of the village of Weston, with Stevenage town centre located 5.3km to the southwest.
- 1.3 A location plan is contained at **Appendix A**.
- 1.4 The refused application (REF: 25/00926/FP), seeks to retain the southern vehicle access point, in conjunction with the existing northern vehicle access, through the implementation of a one-way system. Vehicles will enter the site from the southern access and exit via the northern access only. The Highway Authority (HA) previously objected to the proposed arrangement, citing concerns related to highway safety and policy non-conformity. This Appeal Transport Statement responds directly to those concerns and presents clear justification that the revised access strategy improves safety, efficiency, and policy alignment.
- 1.5 Proposed site plans are contained at **Appendix B**.

Planning History of the Site

- 1.6 The relevant history of the application site is summarised below:
- 1.7 A retrospective planning application (REF: 23/01259/FP) was approved in March 2024, which changed the site's lawful equestrian use (under 17/04137/S73) to Sui Generis use for car sales and B2 use for car servicing. Access and egress for the site from Damask Green Road via the northern access point was retained, along with an internal driveway and parking area.
- 1.8 This application also included a personalised planning condition, agreed with the case officer, limiting the site's use to the applicant's business (a specialist Porsche restoration garage and showroom), thereby preventing future changes to a more intensive Sui Generis/B2 use without planning permission. The consented application also included a condition relating to the closure of the southern access and its removal to prevent use.
- 1.9 A further application in July 2024 (REF: 24/01434/S73) sought to remove the closure condition and allow operational use of the southern access to improve site efficiency and security. This was refused on the basis of visibility concerns relating to vehicles egressing from the southern access.
- 1.10 Following this refusal, a further application was submitted (25/00926/FP), which this Appeal Transport Statement addresses, comprising alterations to fenestration to building 2 and retention of southern vehicular access. Within this application it was proposed that the car dealership implements a new one-way access route for vehicles. As a result, all vehicular

traffic would enter the site via a newly constructed southern access, while vehicles will continue to egress solely using the approved existing northern access.

- 1.11 This application was refused on 4th July 2025 with the Decision Notice citing the following reason for refusal:

A secondary vehicle access exacerbate existing highway conditions, which are prejudicial to the highway safety of all road users. Specifically, the unauthorised making and use of a substandard build and designed southern vehicle access on the public highway, with unenforceable proposed use of a one-way system is unsafe and unacceptable. The proposed measures relating to the southern access do not alleviate the historic concerns of the Highway Authority. Consequently, the development causes highway safety problems and unacceptable impacts upon the local highway network. Therefore, the development is contrary to Policy T1 of the North Hertfordshire Local Plan, Section 9 of the NPPF, and Hertfordshire County Council's Local Transport Plan (LTP4) for 2018-2031 policies 5(b) and (c) and in the NPPF para's 109, 115, 116 and 117.

- 1.12 A copy of the full Decision Notice is contained at **Appendix C**.

2 Outline of Development Proposals

Outline of Development Proposals

- 2.1 This section provides a review of the development proposals that were submitted as part of the most recent refused application REF: 25/00926/FP. The applicants' need for the proposals have also been reiterated below.
- 2.2 The proposals seek to alter the vehicular access arrangements at the site, with the car dealership implementing a new one-way access route. It is, therefore proposed that all vehicular traffic will enter the site via a newly constructed southern access, while vehicles will egress solely using the approved existing northern access.
- 2.3 The applicant has outlined the importance of having two access points to the site which will help with internal traffic flow and operational efficiency of their car dealership business. By directing vehicles to enter and exit through designated points, operation within the site is improved hence the risk of internal vehicular conflicts/collisions is also reduced, a very important matter for the applicant when considering high-value, often one-of-a-kind, cars are being restored/sold.
- 2.4 Additionally, a revised access arrangement on site allows for optimal internal space utilisation, ensuring that parking, loading, and operational areas are used effectively. This arrangement will also benefit customers and staff, with the use of a clear and intuitive traffic pattern.
- 2.5 In addition to the above improvements, the existing northern access is reasonably narrow, and on occasions where there is a vehicle entering and exiting the site at the same time, the existing width of the access is insufficient for those vehicles to pass safely. Such a situation can lead to one of the vehicles needing to reverse either into the site or onto public highway. While reversing onto a public highway has clear safety implications, reversing from the northern site access into the site exposes parked vehicles to potential damage from the reversing vehicle.
- 2.6 The use of a new southern access point as an 'IN' access only, also alleviates the HA's concerns regarding safety and visibility as vehicles are no longer proposed to egress using this southern access point. Thus, the visibility splays from the southern access onto Damask Green Road are not required.
- 2.7 A layout showing the proposed southern access is contained at **Appendix B**.

Vehicle Access

- 2.8 Access (entry to the site) for vehicles will be from Damask Green Road, solely utilising the southern access point. The southern access measures circa 11m in width where it meets Damask Green Road, tapering down to circa 4.8m after 4m. The access route will offer one-way vehicular flow to the existing car parking area, with the driveway routing between the existing buildings on site.
- 2.9 Vehicular egress from the site will be solely made utilising the existing northern access, as previously consented by the Highway Authority as part of REF: 23/01259/FP. As part of this

application the reviewing highway officer deemed that the achievable visibility was suitable, especially considering that the proposals were to engender a reduction in trips when compared to the previous lawful horse stabling use. No changes apart from improved gates and associated signage are proposed at this access.

- 2.10 The one-way traffic flow will be enforced by automated gates set back from the edge of the carriageway, as well as appropriate IN/OUT signage (Diag. 833 and 834). It is proposed to introduce no-entry signs (Diag. 616) at the northern access and one-way traffic signs (Diag. 652) at the southern access. The proposed gates will be fitted with sensors triggering opening only for vehicles travelling in the correct direction. The applicant will also make customers aware of the arrangement before they visit the site.
- 2.11 The drawing contained at **Appendix B** outlines the proposed one-way access strategy.
- 2.12 Forward visibility along Damask Green Road is good. The road does not have any major horizontal or vertical level changes, and any vehicle waiting to turn right into the site via the southern access will be fully visible to any vehicle travelling north along Damask Green Road, immediately after negotiating the Warrensgreen Lane and Damask Green Road junction. The achievable forward visibility splay for a vehicle cornering the Damask Green Road is 70m.
- 2.13 In addition to the good forward visibility to the south from the Warrensgreen/Damask Green Road junction, visibility from the north is also favourable for vehicles waiting to turn into the southern access. This is due to a slight bend along Damask Green Road, located just north of the northern access. As a result, vehicles approaching from the north have improved advance visibility of those waiting to turn into the southern access, compared to those waiting to turn into the northern access.
- 2.14 An Automated Traffic Count (ATC) survey was undertaken approximately 56m north of the bend of Warrensgreen Lane and Damask Green Road junction between 3rd June – 9th June 2024, recording vehicle speeds. In accordance with DMRB CA 185, the calculated 85th percentile of recorded traffic speeds showed a northbound speed for vehicles travelling along Damask Green Road of 30.4 mph. This, when applied to the DMRB Stopping Sight Distance calculation method, equates to a requirement of 65m for forward visibility. Therefore, the proposal exceeds the required standard. A drawing depicting the achievable forward visibility along Damask Green Road is contained at **Appendix D**.
- 2.15 Also, it is worth noting that the recorded speeds at the ATC locations are likely in excess of the actual speeds of vehicles negotiating the Warrensgreen Lane and Damask Green Road junction due to either the need to give way or traverse a nearly 90-degree bend of the road. Full ATC results are included in **Appendix E**.
- 2.16 When considering the proposals, it is reasonable to conclude that the proposed scheme will not only benefit the local business by providing improvements to internal circulation but will also improve highway safety at the site access, as with a one-way vehicular access arrangement there will be no need for vehicles to pass each-other at the access. Therefore, it would be reasonable to conclude that the proposal will not have a detrimental impact on the site access safety, and in fact is likely to improve it.

Servicing

- 2.17 Servicing arrangements at the site will also follow the proposed one-way system. It is only expected that servicing vehicles such as panel vans or vehicles with trailers will need to access the site. Vans will solely enter the site via the new southern access and solely egress using the previously consented existing northern access.
- 2.18 The site benefits from a private contract refuse collection, which uses similar size vehicles to collect any refuse from the site.

3 Response to Highway Authority

- 3.1 The following section provides a detailed response to the comments made by the HA in relation to application REF: 25/00926/FP. The intention is to directly address the HA's concerns, demonstrate how the revised proposals mitigate previously identified issues, and confirm compliance with relevant policy and safety guidance.
- 3.2 A copy of the full Highways Response, dated 15th May 2025, is contained at **Appendix F**.

Nature and Purpose of the Southern Access

- 3.3 The reviewing Highway Officer made the following point regarding the nature and purpose of the proposed southern access:

"The current proposal involves altering the vehicle access arrangement with the implementation of a one-way routing of traffic within the site. The one-way system proposes entry of vehicles from the unauthorised southern vehicle access... It would appear in the current application, the applicant's approach is that providing an in/out arrangement, the second vehicle access becomes acceptable.

Local Highway Authorities (LHA's) do not support a second vehicle access serving a single development on highway safety grounds. This is to limit any adverse impact of additional conflict points, only one vehicle access is permitted per property and requests for additional vehicle accesses will be rejected. This is on the basis that a vehicle access already exists and the common law right of access has been met."

- 3.4 The HA has reiterated its position that a second access serving a single development is generally not supported. However, this stance does not adequately account for the operational and safety differences between a conventional two-way access arrangement and the proposed one-way routing system that is proposed at the site.
- 3.5 The applicant is not seeking to create a new access to enable intensification or generate additional trips. Instead, the southern access is proposed solely as a controlled entry point, while the northern access remains the only egress. This arrangement introduces no new conflict points on the public highway and is supported by physical infrastructure (automated gates and directional signage), as previously outlined, to prevent misuse or contravention.
- 3.6 The use of a one-way system with controlled directional flow fundamentally alters the context of the southern access, mitigating previous concerns related to turning, conflict, and visibility for emerging vehicles. The applicant would provide detailed design drawings for the southern access as considered necessary.
- 3.7 The proposed one-way system will be enforced using the following mechanisms, as outlined in the Transport Technical Note submitted as part of REF: 25/00926/FP:
- Automated inward-opening gates set back from the carriageway
 - Vehicle sensors that only activate gates for inbound traffic
 - Directional signage (TSRGD Diagrams 652, 833, 834 and 616)

- Customer communication protocols informing patrons of routing in advance

- 3.8 It is deemed that these measures provide a high level of control and enforceability, ensuring the access strategy is adhered to in practice. The installation of gates at both accesses will prevent staff/patrons from entering/exiting the site against the correct one-way flow described. The gates will be located far enough into the site access to ensure that no overhang onto the highway occurs by waiting vehicles.
- 3.9 Notwithstanding this, a Stage 1 Road Safety Audit was undertaken on the southern access when it was previously proposed to be used for both entry and exit to the site (as part of application REF: 24/01434/S73).
- 3.10 The results of this independent audit identified a single safety issue concerning the restriction of visibility to the south of the access, caused by overgrown vegetation. This issue was specific to vehicles egressing from the access. The auditor recommended that vegetation be cut back to the junction with Warrengreen Lane and maintained to ensure visibility.
- 3.11 Importantly, no other safety concerns were raised by the audit in relation to the southern access. Given that the current proposal restricts use of the southern access to inbound movements only, the previously identified issue regarding exit visibility is no longer relevant, and there are no outstanding safety concerns regarding its use in this revised context.
- 3.12 This finding is in direct conflict to the Highway Officer's assertion that use of the southern access would be prejudicial to the highway safety of all road users.
- 3.13 A copy for the full Stage 1 Road Safety Audit is contained at **Appendix G**.

Planning History and Change in Approach

- 3.14 The reviewing Highway Officer raised the below point in relation to the planning history and change in approach regarding the southern access:
- "The HA in response has listed below comments already made in the previous application (ref no.24/01434/S73) highlighting the complete about change of the applicant current approach...The applicant agreed to close the southern vehicle access and acknowledged the reasons for its closure."*
- 3.15 It is acknowledged that the applicant previously accepted a planning condition requiring closure of the southern access under application REF: 23/01259/FP. This agreement was based on the original assumption that any use of the southern access would involve two-way movements, including egress.
- 3.16 The current proposal reflects a revised operational need and introduces a significantly safer layout that was not considered in earlier applications. It is therefore incorrect to characterise this as an "about-turn" in approach, when in fact the current submission presents a refined, safety-led design based on practical site operation and comments that were made previously by the reviewing Highway Officer.

- 3.17 It is felt that the applicant has compromised on original proposals to ensure that safety concerns raised by the Highway Officer in previous applications (REF: 24/01434/S73) can be satisfied.

Trip Generation and Site Use

- 3.18 The following highway response was made regarding trip generation and site use:

“Given that the initial application was approved based on the very low number of vehicle movements predicted by the applicant at the existing vehicle access, due to its niche market, now in contrast the applicant is suggesting that these significantly low number of vehicle movements are a cause of safety concern both internally and externally.

The HA is not convinced that the generation of vehicle movements of between 11 and 6 over peak hour periods is going to cause any problems...”

- 3.19 The HA refers to the previously accepted trip generation figures of 11 AM and 6 PM peak vehicle movements (outlined in REF: 23/01259/FP) and questions the need for revised access based on these low volumes. It is important to stress that the applicant is not claiming the site generates a high volume of traffic, but rather that the geometry of the northern access and internal arrangement is insufficient to safely accommodate even low-volume two-way movements and internal vehicular flow.
- 3.20 Trip volume is only one factor in highway safety. Layout constraints, internal circulation patterns, and the high value of vehicles involved, all contribute to a risk profile that justifies operational adjustments. The applicant would rather not allow internal vehicle movements to be unstructured and random, hence the proposal to install a one-way access arrangement to ensure the safe operation of the site and to minimise risk to high value vehicles.
- 3.21 In line with the HA's requests, the applicant is agreeable to producing a Parking and Servicing Management Plan that outlines parking strategy and vehicle movements for the proposed one-way vehicular flow and access strategy.

Forward Visibility and ATC Survey

- 3.22 The reviewing Highway Officer made the following point regarding forward visibility and ATC surveys collected along Damask Green Road:

“The ATC results were questioned by the HA and were never addressed by the applicant. The northern ATC was placed approx. 250m north of the proposed southern vehicular access just past the bend in the road, which would influence the speed of traffic, whereas at the northern vehicle access the traffic speed would have picked up given it is a fairly straight road. The same was undertaken at the southern access with the ATC located near the junction with Warrengreen Lane thereby traffic speeds would be lower on approach to the junction and lower heading north after turning in Damask Green Road. ATCs should have been placed in front of the accesses. Therefore, the 85th percentile is questionable therefore in addition to the HA not supporting a second

vehicle access, no new vehicle access would be supported with substandard visibility sight lines/splays, which were incorrectly measured initially.

- 3.23 The HA still questions the validity of the speed data obtained via ATC surveys, on the basis that the equipment was not placed directly in front of the access points.
- 3.24 In previous responses the HA also refused to accept the use of 85th percentile speeds, which we found irregular, and their interpretation was inconsistent with the principles outlined in both MfS and DMRB. The Highway Officer was presented with information on multiple occasions outlining that ATC speed surveys were installed, located and interpreted correctly. It is a long accepted principle that speed surveys should be placed at the approximate end of sight stopping distance splays, and not at the access, as the highway officer requested.
- 3.25 It should also be noted that the collected speed survey results are likely to reflect a 'worst-case speed scenario' and depict traffic speeds before vehicles approach the 90-degree bend and junction near the site, meaning actual speeds at the access points are likely lower than recorded.
- 3.26 In any case, as the southern access is not supporting vehicular egress, and will solely be used to allow vehicles to enter the site, these points seem even less relevant now.
- 3.27 However, when calculating and depicting achievable forward visibility for vehicles waiting to turn into the site using the southern access, speeds collected by the southern ATC (which was accepted by the HA) were used.
- 3.28 Subsequently, the northbound 85th percentile speed recorded at the southern ATC site was 30.4 mph, equating to a required forward visibility of 65m. The achievable visibility along Damask Green Road was identified as being 70m – in excess of DMRB CA 185 standards. This confirms that vehicles waiting to turn right into the site can be seen by approaching traffic in sufficient time to avoid conflict.
- 3.29 The drawing contained at **Appendix D** depicts achievable forward visibility along Damask Green Road.

4 Summary and Conclusions

Summary

- 4.1 This Appeal Transport Statement has demonstrated that the proposed one-way access arrangement at Friends Green Porsche is a logical and well-justified response to both operational requirements and previous concerns raised by the Highway Authority.
- 4.2 The proposal ensures that the southern access is used solely for entry while the northern access remains the exclusive point of egress. This change is significant and directly addresses earlier highway safety objections. There is no increase in vehicle movements associated with the proposal, and the site's low trip generation, already accepted under the previous permission, remains unchanged.
- 4.3 Forward visibility to vehicles waiting to turn into the southern access has been shown to exceed DMRB standards, with ATC data providing a conservative basis for assessment. Importantly, a Stage 1 Road Safety Audit, carried out when two-way use of the southern access was proposed, raised only one issue – vegetation limiting visibility for egressing vehicles. As the current proposal removes egress from the southern access entirely, that issue is no longer applicable, and no other concerns were identified.
- 4.4 The revised access strategy not only addresses the Highway Authority's previous concerns but also enhances internal circulation, eliminates unsafe reversing manoeuvres, and provides greater operational control for staff and customers. All technical and policy concerns have been responded to in detail within this Statement. Should it be required, the applicant is prepared to submit a Parking and Servicing Management Plan to provide further assurance.

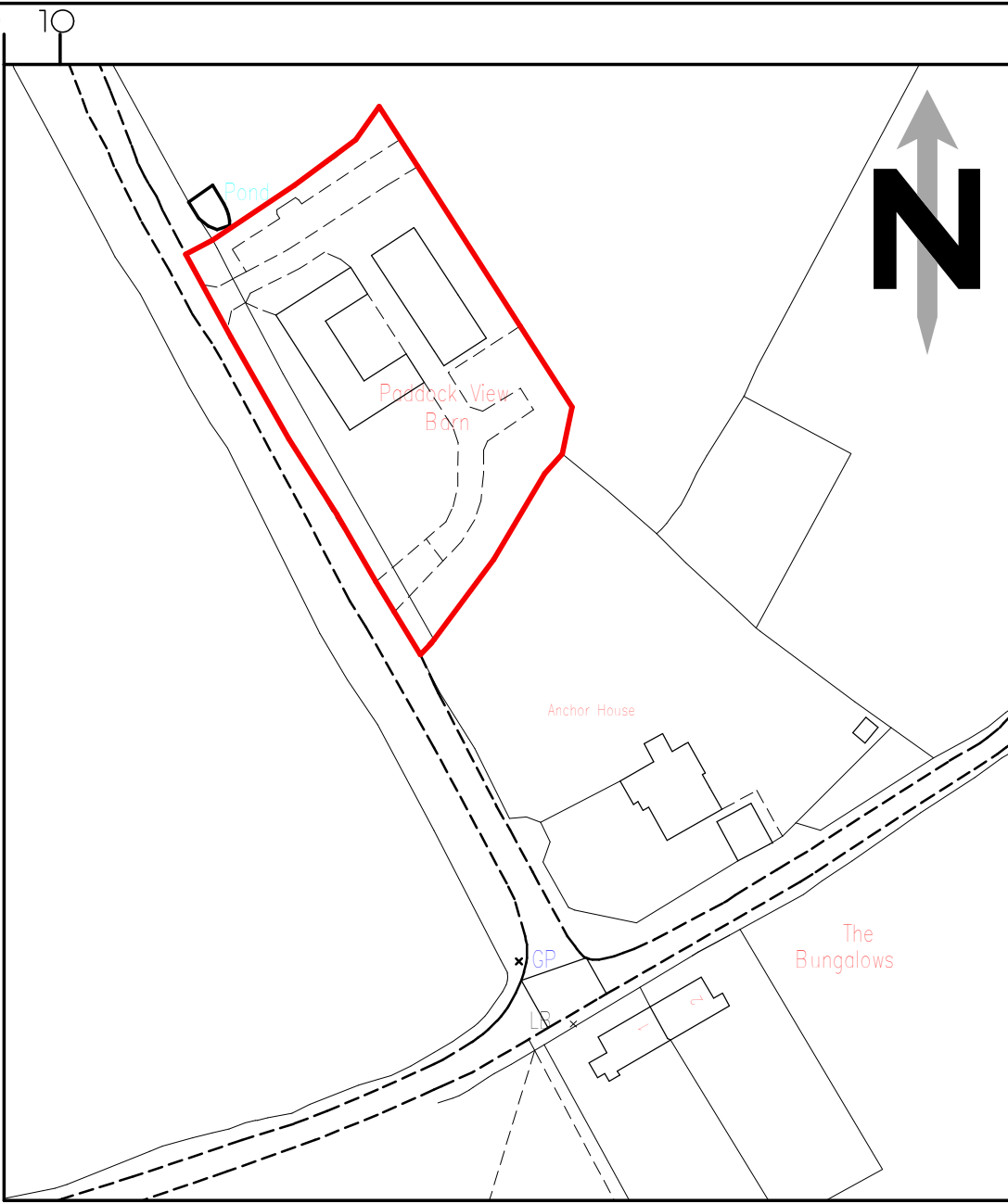
Conclusion

- 4.5 Overall, the appeal proposals represent a safety-led, policy-compliant and proportionate improvement to the site's access strategy, with no resulting harm to the local highway network. It is therefore respectfully requested that this appeal be allowed and planning permission granted.

Appendices

Appendix: A - Location Plan
Appendix: B – Site Access Proposals
Appendix: C – REF: 25/00926/FP Decision Notice
Appendix: D – Forward Visibility
Appendix: E – ATC Data
Appendix: F – REF: 25/00926/FP Highways Comments
Appendix: G – Road Safety Audit

Appendix: A - Location Plan



LOCATION PLAN (1.1250)



IMPORTANT NOTES

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PLANNING

No.	Date	By	Contents

WWW.LEESARCHITECTS.CO.UK

Revisions



LEES ARCHITECTS

EMAIL: STUART@LEESARCHITECTS.CO.UK TEL: 07581475019

Site Address

FRIENDS GREEN PORSCHE
PADDOCK VIEW BARN
WESTON
HITCHIN
SG4 7BU

Job Title

EXISTING DEVELOPMENT

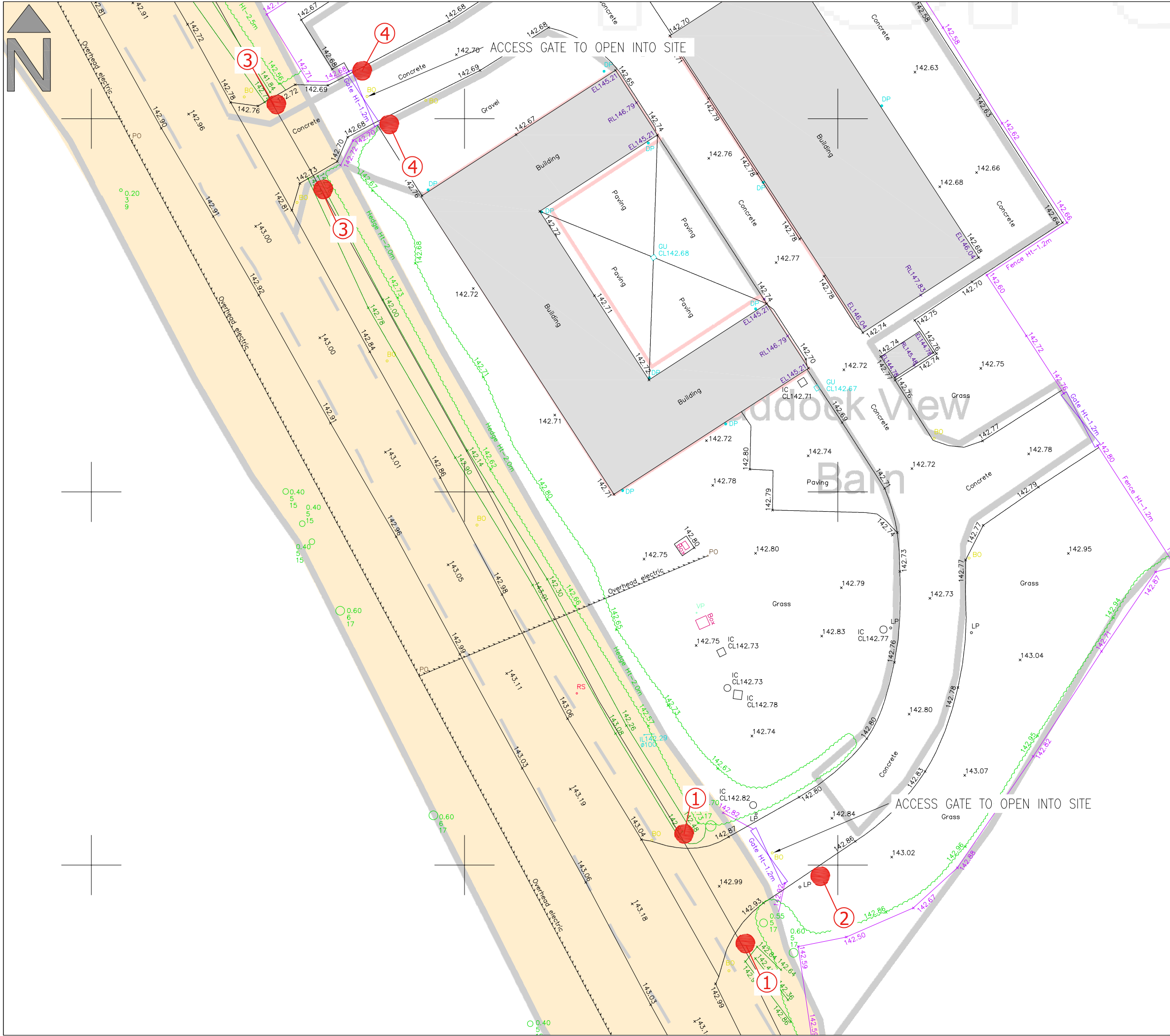
Drawing Title

SITE AND LOCATION PLAN

Scale	1:200 @ A1	Date	05/23	Drawn by	SJL
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Paper Size.	Org.No.	Rev.
A1	FGP1-1	

Appendix: B – Site Access Proposals



KEY:

NEW SIGNAGE TO BE PROPOSED AT BOTH SITE ACCESSES

①



DIAG.833 'IN' SIGN

②



DIAG.652 'ONE WAY' SIGN

③



DIAG.616 NO ENTRY

④



DIAG.834 'OUT' SIGN

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: FRIENDS GREEN PORSCHE, DAMASK GREEN ROAD, WESTON					
TITLE: SITE ACCESS SIGNAGE ARRANGEMENTS					
SCALE @ A3: 1:250		DESIGN-DRAWN: CT		DATE: 10/03/2025	
PROJECT No: 4674		DRAWING No: SK03			

Appendix: C – REF: 25/00926/FP Decision Notice



www.north-herts.gov.uk

NORTH HERTFORDSHIRE DISTRICT COUNCIL

Town and Country Planning Act 1990

DECISION NOTICE

Correspondence Address:

DLA Town Planning Ltd
5 The Gavel Centre
Porters Wood
St Albans
AL3 6PQ
United Kingdom

Applicant:

Mr Luke Papworth

PARTICULARS OF DEVELOPMENT

Application: 25/00926/FP

Proposal: Use of buildings as (Sui Generis) car sales and (Use Class B2 general industrial) car servicing. Alterations to fenestration to building 2 and retention of southern vehicular access.

Location: Friends Green Farm, Friends Green, Damask Green Road, Weston, Hitchin, Hertfordshire, SG4 7BU

Refused Plan Nos: FGP1-1 FGP1-2 FGP1-3 FGP1-4

PARTICULARS OF DECISION

In pursuance of its powers under the above Act and the associated Orders and Regulations, the Council hereby **REFUSE** the development proposed by you in your application received with sufficient particulars on 22 April 2025.

1. A secondary vehicle access exacerbate existing highway conditions, which are prejudicial to the highway safety of all road users. Specifically, the unauthorised making and use of a substandard build and designed southern vehicle access on the public highway, with unenforceable proposed use of a one-way system is unsafe and unacceptable. The proposed measures relating to the southern access do not alleviate the historic concerns of the Highway Authority. Consequently, the development causes highway safety problems and unacceptable impacts upon the local highway network. Therefore, the development is contrary to Policy T1 of the

North Hertfordshire Local Plan, Section 9 of the NPPF, and Hertfordshire County Council's Local Transport Plan (LTP4) for 2018-2031 policies 5(b) and (c) and in the NPPF para's 109, 115, 116 and 117.

Proactive Statement:

Planning permission has been refused for this proposal for the clear reasons set out in this decision notice. The Council has not acted proactively through positive engagement with the applicant as in the Council's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. Since no solutions can be found the Council has complied with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Signed:



Shaun Greaves
Development and Conservation Manager

Development Management
North Hertfordshire District Council
Council Offices
Gernon Road
Letchworth
Herts
SG6 3JF

Date: 4 July 2025

The Council's Privacy Notice is available on our website: <https://www.north-herts.gov.uk/home/council-data-and-performance/data-protection/information-management-gdpr>.

NOTES

- 1 If you are aggrieved by the decision of your local planning authority (LPA) to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.

However, if an enforcement notice has been served for the same or very similar development the time limit is 28 days from the date of the LPA decision or 28 days from the date the enforcement notice was served.

Appeals can be made online at: <https://www.gov.uk/appeal-planning-decision>
If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

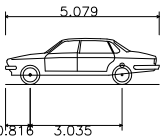
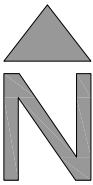
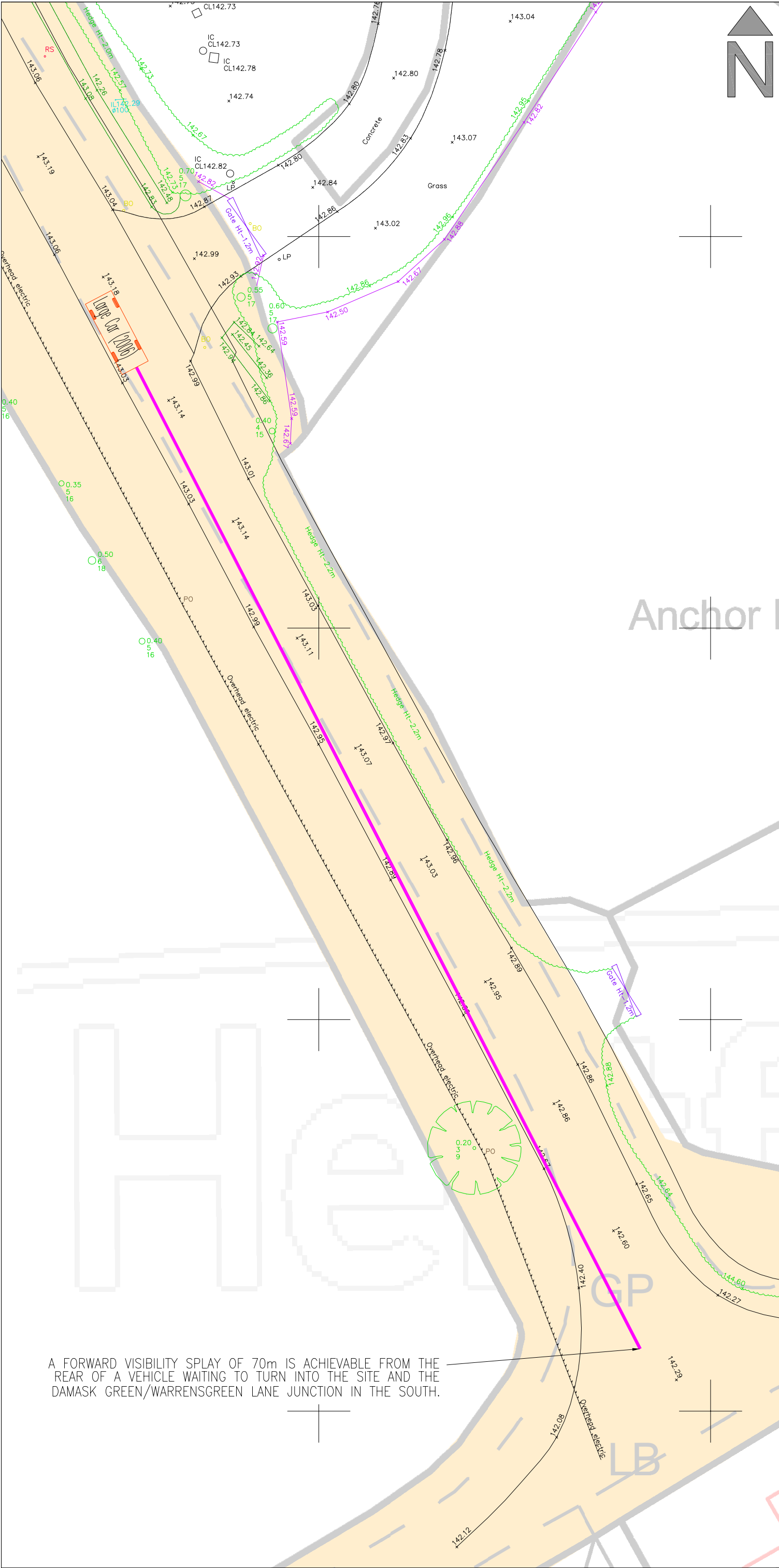
If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. [Further details are on GOV.UK.](#)

Purchase Notices

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Appendix: D – Forward Visibility



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: FRIENDS GREEN PORSCHE, DAMASK GREEN ROAD, WESTON					
TITLE: SOUTHERN SITE ACCESS FORWARD VISIBILITY SPLAYS					
SCALE ③ A3: 1:500		DESIGN–DRAWN: CT		DATE: 07/03/2025	
PROJECT No: 4674		DRAWING No: SK04			

Appendix: E – ATC Data

K&MTRAFFIC SURVEYS

SITE: WESTON 2 (SOUTH SITE)

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.940199, -0.168352

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 June 2024

[illegible]

04 June 2024

[illegible]

05 June 2024

[illegible]

06 June 2024

[illegible]

07 June 2024

[illegible]

08 June 2024

[illegible]

09 June 2024

[illegible]

Grand Total

[illegible]

Appendix: F – REF: 25/00926/FP Highways Comments



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

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/00926/FP
HCC ref: NH/24784/2025
HCC received: 24 April 2025
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Friends Green Farm, Friends Green, Damask Green Road, Weston, Hitchin, Hertfordshire, SG4 7BU

Application type

Full Application

Proposal

Use of buildings as (Sui Generis) car sales and (Use Class B2 general industrial) car servicing. Alterations to fenestration to building 2 and retention of southern vehicular 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:

Recommendation:

Refuse

Reasons for Refusal:

The application with a second vehicle access has failed to demonstrate a satisfactory policy and design-led approach for the above reasons, thereby the proposals would exacerbate existing highway conditions, which are prejudicial to the highway safety of all road users.

Brief Description in support of Proposed Development by the applicant:

This Transport Technical Note has been prepared to support a planning application for the alteration of access arrangements at the above site.

The Proposed Scheme

The proposals seek to alter the vehicular access arrangements at the site, with the car dealership employing a new one-way access route. It is therefore proposed that all vehicular traffic will enter the site via a newly constructed southern access, while vehicles will egress solely using the approved existing access in the north.

No material amendment is proposed to existing buildings or other arrangements on site.

Planning History of the Site

A retrospective planning application (REF: 23/01259/FP) was sought and approved in March 2024 which proposed to change the use of the site from its lawful equestrian use (as approved under 17/04137/S73) to Sui Generis Use for car sales and B2 land use for car servicing. Access to the site from Damask Green Road via the northern access point, was retained, along with an internal driveway and parking area to the north.

The previously consented scheme above also included a personalised planning condition, as agreed with the reviewing case officer, which only permits the applicants existing use (Specialised Porsche Restoration Garage and Showroom) on site. This will prevent other applicants from purchasing the site assuming a Sui Generis/B2 use, without the need to complete a full planning application.

The consented application also included a condition related to closure of the southern access and its removal to prevent use.

The applicant also made another planning application in July 2024 which sought to remove the condition related to access located in the southwestern corner of the site and open it for use (REF: 24/01434/S73). It was proposed that access to the site via the existing northern access would remain, but that the opening and utilisation of the additional access in the south would improve site operation efficiency and security.

The Highway Authority did not support the above proposals, citing highway safety and visibility concerns at the southern access for egressing vehicles. Therefore, the application was refused.

The Development Proposals

The proposals seek to alter the vehicular access arrangements at the site, with the car dealership implementing a new one-way access route. It is, therefore, proposed that all vehicular traffic will enter the site via a newly constructed southern access, while vehicles will egress solely using the approved existing access in the north.

The applicant has outlined the importance of having two access points to the site which will help with internal traffic flow and operational efficiency of their car dealership business. By directing vehicles to enter and exit through designated points, congestion within the site is minimised, and the risk of internal vehicular conflicts/collisions is also reduced, which is very important for the applicant, especially considering that they deal exclusively in high-valued, often one-of-a-kind, Porsche sports cars.

Additionally, a revised access arrangement on site allows for optimal internal space utilisation, ensuring that parking, loading, and operational areas are used effectively. This arrangement will also benefit customers and staff, with the use of a clear and intuitive traffic pattern, making navigation easier for patrons.

In addition to the above improvements, the existing access is reasonably narrow, and on occasions where there is a vehicle entering and exiting the site at the same time, the existing width of the access is insufficient for those vehicles to pass safely. Such a situation can lead to one of the

vehicles needing to reverse into the site or onto the public highway. While reversing onto a public highway has clear safety implications, reversing from the northern site access into the site exposes parked vehicles to potential damage from the reversing vehicle.

The use of a new southern access point as an 'in' access only also alleviates the Highway Authorities' concerns regarding safety and visibility as vehicles are no longer proposed to egress from the access point. Thus, the visibility splays from the site are not required.

Vehicle Access

Access (entry to the site) for vehicles will be from Damask Green Road, solely utilising the southern access point. The southern access measures circa 11m in width where it meets the Damask Green Road, tapering down to circa 4.8m after 4m. The access road will offer a one way vehicular flow route to the existing car parking area within the site, with the driveway routing between the existing buildings on site.

Vehicular egress from the site will be solely made utilising the existing northern access, as previously consented by the Highway Authority as part of REF: 23/01259/FP. As part of this application the reviewing highway officer deemed that the achievable visibility was suitable at this access point, especially considering that the proposals were to engender a reduction in trips when compared to the previous lawful horse stabling use at the site. No changes apart from the improved gates are proposed to this access.

The one-way traffic flow at both accesses will be enforced by automated gates set back from the edge of the carriageway, as well as appropriate IN/OUT signage (Diag. 833 and 834). It is proposed to introduce no-entry signs (diag. 616) at the northern access and one-way traffic signs (Diag. 652) at the southern access. The proposed gates will be fitted with sensors triggering opening only for vehicles travelling in the correct direction. The applicant will also make customers aware of the arrangement before they visit the site.

An Automated Traffic Count (ATC) survey was undertaken approximately 56 metres north of the bend Warrensgreen Lane and Damask Green Road junction between 3rd June – 9th June 2024, recording vehicle speeds. In accordance with DMRB CA 185, the calculated 85th percentile of recorded traffic speeds showed a northbound speed for vehicles travelling along Damask Green Road of 30.4 mph. This, when applied to the DMRB Stopping Sight Distance calculation method, equates to a requirement of 65 metres for forward visibility. Therefore, the proposal exceeds the required standard.

When considering the proposals, it is reasonable to conclude that the proposed scheme will not only benefit the local business by providing improvements to internal circulation but will also improve highway safety at the site access, as with a one-way vehicular access arrangement there will be no need for vehicles pass each-other at the access. Therefore, it would be reasonable to conclude that the proposal will not have a detrimental impact on the site access safety, and in fact are more likely to improve it.

The proposals will not result in any material change to any existing building on site, but instead only seek to introduce a new access strategy and one-way vehicular flow. As such, the proposals will not engender any change in trip generation from the previously consented trip figures associated with REF: 23/01259/FP application. Instead, the proposals will serve to increase onsite operational efficiency while also aiding with the movement of vehicles accessing and egressing.

Highways comments:

The HA has reviewed the Transport Technical Note, and whilst the justification for a second vehicle access remains as previously submitted (which was not supported by the HA), the current proposal involves altering the vehicle access arrangement with the implementation of a one-way routing of traffic within the site.

The one-way system proposes entry of vehicles from the unauthorised southern vehicle access, whose bellmouth connection with the public highway it would appear has been illegally built, with egress from the existing northern vehicle access, enforced by introducing automated gates, with sensors triggering opening only for vehicles travelling in the correct direction, set back from the edge of the carriageway, as well as appropriate IN/OUT signage.

It would appear in the current application, the applicant's approach is that providing an in/out arrangement, the second vehicle access becomes acceptable.

The HA in response has listed below comments already made in the previous application (ref no.24/01434/S73) highlighting the complete about change of the applicant current approach relative (parts in bold to highlight the point) to the reasons provided for the application which obtained approval:

The granting of the permission was conditioned (ref no. 23/01259/FP):

Within 3 months of the date that planning permission is granted, a plan showing

how the existing southern access will be closed and landscaped will be submitted to the Local Planning Authority for approval. The southern access shall be closed and landscaped in accordance with the agreed details within 3 months of written approval.

The applicant agreed to close the southern vehicle access (**illegally connected to the public highway**) and **acknowledged the reasons for its closure and thereby obtained a no objection from the HA**, the circumstances in that period of time should not have changed given the proposal was demonstrated to generate less vehicle trips than existing use.

Due to substandard sight lines achievable at the existing (and only) northern vehicle access, the HA would not support any development that would result in any intensification of trips at the vehicle access. The applicant justified that their specific class of use which served a "niche market (Specialised Porsche Restoration Garage and Showroom)" by demonstrating "the expected vehicle trips generated by the proposed site are considerably lower than the existing use".

Furthermore, **a personalised planning condition** was suggested, supported by the applicant and agreed with the LPA, which was then conditioned to ensure the site cannot be passed to another operator under the same class of use, which could generate significantly more trips.

Local Highway Authorities (LHA's) **do not support a second vehicle access** serving a single development on highway safety grounds. This is to limit any adverse impact of additional conflict points, only one vehicle access is permitted per property and requests for additional vehicle accesses will be rejected. This is on the basis that a vehicle access already exists and the common law right of access has been met.

The applicant is now stating the following:

"help with internal traffic flow and operational efficiency of their car dealership business. By directing vehicles to enter and exit through designated points, congestion within the site is minimised, and the risk of internal vehicular conflicts/collisions is also reduced, which is very important for the applicant, especially considering that they deal exclusively in high-valued, often one-of-a-kind, Porsche sports cars."

Additionally, a revised access arrangement on site allows for optimal internal space utilisation, ensuring that parking, loading, and operational areas are used effectively. This arrangement will also benefit customers and staff, with the use of a clear and intuitive traffic pattern, making navigation easier for patrons.

In addition to the above improvements, the existing access is reasonably narrow, and on occasions where there is a vehicle entering and exiting the site at the same time, the existing width of the access is insufficient for those vehicles to pass safely. Such a situation can lead to one of the vehicles needing to reverse into the site or onto the public highway. While reversing onto a public highway has clear safety implications, reversing from the northern site access into the site exposes parked vehicles to potential damage from the reversing vehicle.

As mentioned above the applicant justified that the proposals would generate low vehicle trips, the figures provided; “*car showroom and garage could be expected to generate 11 and 6 vehicle movements in the AM and PM peak hours respectively*”, the applicant is now suggesting there is “safety implications” ... “on occasions” of vehicles entering and exiting at the northern vehicle access, and internally within the site consequently there is risk of internal vehicular conflicts/collisions, however with a second vehicle access this would result in the use of a clear and intuitive traffic pattern, making navigation easier for patrons.

Given that the initial application was approved based on the very low number of vehicle movements predicted by the applicant at the existing vehicle access, due to its niche market, now in contrast the applicant is suggesting that these significantly low number of vehicle movements are a cause of safety concern both internally and externally.

The HA is not convinced that the generation of vehicle movements of between 11 and 6 over peak hour periods is going to cause any problems, the concern that the HA had with the previously consented scheme was related to the substandard sight lines however the applicant prepared a report for the niche use which showed the proposal will generate significantly less vehicle movements than the existing use.

The HA would suggest the applicant have in place a Parking and Servicing Management Plan so that vehicles can move at the vehicle access and within the site in a safe and controlled manner without encountering vehicles in the opposite direction.

Notwithstanding the above, the ATC results were questioned by the HA and were never addressed by the applicant. The northern ATC was placed approx 250m north of the proposed southern vehicle access just past the bend in the road, which would influence the speed of traffic, whereas at the northern vehicle access the traffic speed would have picked up given it is a fairly straight road. The same was undertaken at the southern vehicle access with the ATC located near the junction with Warrengreen Lane thereby traffic speeds would be lower on approach to the junction, and lower heading north after turning into Damask Green Road. ATC's should have been placed in front of the accesses. Therefore, the 85th percentile is questionable, therefore in addition to the HA not supporting a second vehicle access, no new vehicle access would be supported with substandard visibility sight lines/splays, which were incorrectly measured initially.

Signed
Senober Khan

15 May 2025

Appendix: G – Road Safety Audit



BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

ROAD SAFETY AUDIT STAGE 1

PROPOSED NEW SITE ACCESS

‘FRIENDS GREEN PORSCHE’

DAMASK GREEN ROAD, WESTON, HERTFORDSHIRE

REPORT REF: BN-EAS-24-136



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**ROAD SAFETY AUDIT
STAGE 1**

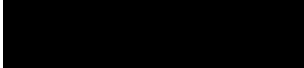
PROPOSED NEW SITE ACCESS

‘FRIENDS GREEN PORSCHE’

**DAMASK GREEN ROAD,
WESTON,
HERTFORDSHIRE**

REPORT REF: BN-EAS-24-136

Client: EAS
1st Floor,
Millers House,
Roydon Road,
Stanstead Abbots,
Hertfordshire,
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Report Prepared By:			Checked By:		
					
Beth Newiss MSoRSA			Jason Bown MSoRSA		
Job no	BN-EAS-24-136	Issue no	1	Date	November 2024
Prepared by	BN	Verified by	JB	Approved by	BN

PROJECT DETAILS	
Report Title:	Stage 1 Road Safety Audit
Date:	November 2024
Document reference and revision:	BN-EAS-24-136
Prepared by:	Beth Newiss and Associates Limited
Design Organisation:	EAS Transport Planning
Project Sponsor:	Friends Green Porsche
Overseeing Organisation:	Hertfordshire County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	BN	JB	BN	14/11/2024
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation.	BN	JB	BN	15/11/2024

CONTENTS

1.0	INTRODUCTION	2
2.0	ITEMS RAISED AT PREVIOUS AUDIT (S)	6
3.0	ITEMS RAISED AT THIS AUDIT	7
4.0	AUDIT TEAM STATEMENT	9

APPENDICES

A1	INFORMATION PRESENTED FOR AUDIT
A2	LOCATION PLAN

DISTRIBUTION

ORGANISATION	CONTACT	COPIES
EAS	Callum Turner	1

1.0 INTRODUCTION

1.1 OVERVIEW:

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed new site access on Damask Green Road in Weston, Hertfordshire in association with Friends Green Porsche. The audit was requested by EAS on behalf of Friends Green Porsche.

1.2 SCHEME BACKGROUND INFORMATION:

A retrospective planning application (REF: 23/01259/FP) was sought and approved in March 2024 which proposed to change the use of the site from its lawful equestrian use (as approved under 17/04137/S73) to Sui Generis Use for car sales and B2 land use for car servicing. Access to the site from Damask Green Road via the northern access point, was retained, along with an internal driveway and parking area to the north.

The previously consented scheme above also included a personalised planning condition, as agreed with the reviewing case officer, which only permits the applicants existing use (Specialised Porsche Restoration Garage and Showroom) on site. This will prevent other applicants from purchasing the site assuming a Sui Generis/B2 use, without the need to complete a full planning application.

The proposals subject to this Road Safety Audit seek to alter the access arrangements at the site, with access/egress proposed to now be made from both an existing access point to the north, as well as from a newly constructed southern access. The applicant wishes to consolidate the southern access, enabling vehicles to access/egress using both access points.

1.3 SITE LOCATION:

The site under consideration is located circa 1.5km south of the village of Weston, with Stevenage town centre located 5.3km to the southwest.

The full address of the site is Friends Green Porsche, Paddock View Barn, Friends Green, Damask Green Road, Weston SG4 7BU.

The site is bound by the wider Friends Green Farm site to the north, undeveloped land to the east and an existing dwelling to the south. In the west, the site is bordered by Damask Green Road which offers access into Weston to the north and Stevenage to the south.

1.4 THE PROPOSED WORKS:

The proposed works to be audited within this report and detailed:

- Introduction of an additional access located in the southwestern corner of the site.

1.5 The Road Safety Audit was undertaken during November 2024. The Road Safety Audit was requested by Callum Turner of the Design Organisation – EAS Transport Planning, on behalf of the Project Sponsor – Friends Green Porsche.

1.6 The Road Safety Audit comprised of an examination of the Audit Brief and drawings provided as detailed in **Appendix A1** and a visit to site.

1.7 SITE VISIT:

A visit to the site was undertaken by the Audit Team, together, on the 13th November 2024 between 10:15 and 10:45am.

During the site visit the weather was dry and bright. The road surface was dry. Minimal traffic was observed during the site visit. Cyclists (2No), but no (0) pedestrians were noted.

It should be noted that proposed access appears to have already been constructed.

1.8 COLLISION DATA:

The Audit Team were presented with collision data within the audit brief which detailed information for the 5-year period to 2022 and was retrieved from CrashMAP. The information retrieved detailed that there have been no (0) collisions within the immediate vicinity of the proposals.

1.9 SPEED DATA:

To Transport Technical Note details that two weeklong ATC speed surveys were undertaken along Damask Green Road, between Monday 3rd June and Sunday 9th June 2024.

As a result of the survey, a northbound 85th percentile speed of 31mph was recorded at the southern site, requiring a visibility splay length of 67m; while a southbound 85th percentile speed of 37mph was recorded at the northern site, requiring an 89m visibility splay.

It is noted that Hertfordshire County Council has made the following comments regarding the speed data received and the proposed visibility splays:

'It should be noted that given the speed limit (of Damask Green Road) is 60mph and the stretch of the road fronting the southern vehicle access is relatively long and straight, there are no physical measures to restrict speeds other than driver behaviour, it should be further noted that vehicle speeds were recorded at between 43 and 50mph within the legal speed limit, therefore the only relaxation would be visibility splays commensurate to 50mph'

1.10 EXISTING AND PROJECTED TRIP GENERATION:

Existing and projected trip generation information is presented within the Transport Technical Note issued alongside the audit brief. This detailed the following:

EXISTING TRIP GENERATION - Totalling the existing trip generation associated with both the car showroom and car garage uses, it is estimated that the site currently generates 13 vehicle movements per day, including one delivery made by van.

For robustness it is assumed that all existing staff trips to the site (8 vehicle trips) will be made in network peak hours, although a vast majority, if not all of visitor and delivery trips to the site (6 vehicle trips), are currently made outside of network peak hours.

PROJECTED TRIP GENERATION - The proposals are not resulting in a change of use or operation at the site, with the opening of the southern access the only observed difference from existing arrangements. As such, this change will not engender an increase in the number of trips generated by the site, but will instead serve to increase onsite operational efficiency, while also aiding with the movement of vehicles accessing and egressing.

1.11 AUDIT TEAM INFORMATION

The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of the Local Authority.

The Audit Team consists of the following members:

Beth Newiss	Jason Bown
MCIHT MSoRSA	MCIHT MSoRSA
Beth Newiss and Associates Limited – Registered Office 19a Grange Hill, Coggeshall, Essex, CO6 1RE	
TEL: 07962349262	Email: bethnewissandassociates@gmail.com

Audit Team approval has been historically sought and received from Anna Mayers of Hertfordshire County Council.

1.12 TERMS OF REFERENCE

The terms of reference of this Road Safety Audit are as described in GG119 except for the Audit Team members' experience which are in line with the Adopting Authority requirements.

This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit

Team may on occasion have referred to a design standard for information only.

A technical audit has not been included.

- 1.13 Recommendations made in this report are proportionate and viable suggestions for improvement to eliminate or mitigate, in accordance with GG119, and do not imply that a formal design review has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the Design Organisation responds to this report.
- 1.14 The Designer Organisation Response to the RSA should be formally recorded and reported to the Overseeing Organisation and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Overseeing Organisation on final completion.

2.0 PREVIOUS ROAD SAFETY AUDIT(S)

- 2.1 The Audit Team are not aware of any previous audits having been undertaken.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM

Location: A – Damask Green Road

Summary: Visibility is restricted by vegetation; an approaching driver may be unaware of the potential exiting motorist resulting in sudden braking and potential conflict. Furthermore an exiting driver may have limited visibility of an approaching vehicle, further heightening the risk of conflict.

On site observations noted that there is vegetation to both sides of the carriageway between the southern access and the junction with Warrensgreen Lane. There is a concern that this vegetation (particularly to the eastern side of the carriageway) restricts both the forward visibility of the junction as well as the side visibility from the junction. See below:



Motorists approaching northbound may not be aware of the junction until they are closer. Drivers exiting the junction may also have limited visibility of approaching motorists, resulting in them having to encroach into the carriageway. This may result in conflict at the junction. This would be further exacerbated in the summer months or if the existing vegetation is unmaintained.

RECOMMENDATION: It is recommended that existing vegetation (shown within the proposed visibility splay) is cut back to the junction of Warrensgreen Lane and maintained accordingly thereafter.

3.2 JUNCTIONS

3.2.1 The Audit Team have no comments relating to 'JUNCTIONS' at this stage.

3.3 LOCAL ALIGNMENT

3.3.1 The Audit Team have no comments relating to 'LOCAL ALIGNMENT' at this stage.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 The Audit Team have no comments relating to 'WALKING CYCLING AND HORSE RIDING' at this stage.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS

3.5.1 The Audit Team have no comments relating to 'SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS' at this stage.

4.0 AUDIT TEAM, DESIGN TEAM AND OVERSEEING ORGANISATION STATEMENT(S)

4.1 AUDIT TEAM

We certify that this audit has been undertaken in accordance with the principles of GG119.

NB: The Audit Team qualifications and experience accord with the requirements of Hertfordshire County Council.

Audit Team Leader

Audit Team Member

Beth Newiss MCIHT MSoRSA

Jason Bown MCIHT MSoRSA



Date: 14th November 2024

Date: 14th November 2024

4.2 DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that:

1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	
Signed:	
Organisation:	
Position:	Date:

4.3 OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that:

- 1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design team and;
- 2) The agreed RSA will be progressed.

Name:	
Signed:	
Organisation:	
Position:	Date:

APPENDIX A1

INFORMATION PRESENTED FOR AUDIT

INFORMATION PRESENTED FOR AUDIT

Documents:

Audit Brief Received via email

Transport Technical Note 4674/2023 Dated June 2024

ATC Data

HCC Response

Drawings:

4674/SK2 REV A

New Site Access Visibility Splays

FGP1-1

Existing Development Site and Location Plan

ST0384

Typographical Survey

APPENDIX A2

LOCATION PLAN

