TRANSPORT TECHNICAL NOTE

Site: Lower Gower Road, Royston

Client: London Skyline Living

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1.1 Introduction

1.1.1 This Transport Technical Note has been produced to provide a response to the comments made by Hertfordshire County Council on 13th December 2018 to Planning Application Reference 17/04419/FB. The application relates to the development of 16 residential dwellings (previously 18), on land to the east of Lower Gower Road, Royston.

1.2 Review of Comments

1.2.1 The first comment received was with respect to the site access:

> *"The proposed access serving this site is inappropriate by reason of the geometry and width for the scale of development. The development if permitted would therefore be to the detriment of public and highway safety. This would be prejudicial to general provisions of highway safety and convenience and contrary to National Planning Policy Framework, Local Transport Plan 4 and not in accordance with Roads in Hertfordshire: Highway Design Guide."*

1.2.2 Following the above comment, the Highways Officer raised the following point:

> *"Hertfordshire County Council as Highway Authority has concerns with pedestrians crossing the wide access to the development. Drawing number PL-102 PL3 shows a wide vehicle cross over, the design should be altered to introduce a bell mouth junction with a footway complete with tactiles each side of the improved junction."*

1.2.3 With respect to the above comments, the wide vehicle cross over is an existing situation which has been incorporated within the proposed access design. The existing site access currently serves a number of industrial units which have the potential to attract 204 vehicle trips daily. It is therefore believed that the

proposed access and vehicle crossover should be deemed acceptable, given that the residential scheme would only attract 89 vehicle trips daily, a decrease of 115 vehicle trips daily.

1.2.4 However, given the concerns raised over pedestrian safety, the proposed access could be amended so that pedestrian movements are prioritised. This would include the provision of a dropped kerb arrangement similar to that provided on the western side of Lower Gower Road, as shown in Figure 1 below. The above amendments to the access could be conditioned and covered as part of the Section 278 works.



Figure 1: Example of Dropped Kerb Arrangement

1.3 Conclusion

1.3.1 The proposed amendments allow for the continued access to the site whilst giving priority to pedestrians. It is therefore considered that the above information is sufficient to address the outstanding concerns with respect to the design of the site access. It is therefore considered that no further highway related objections should be raised.