



Transport Note

**Proposed Residential Development
Land off Ashwell Street
Ashwell
Hertfordshire**

Revision D: November 2024

Report Reference: 190-TN-05-D

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Revision Record

Revision	Date	Description	Written	Approved
0	31.05.24	Planning Issue	AN	MJA
A	13.06.24	Revised layout	MJA	MJA
B	20.08.24	Updated Layout	ZS	MJA
C	23.10.24	Updated Layout	ZS	MJA
D	06/11/24	Updated Layout	MJA	MJA

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1.0 Introduction

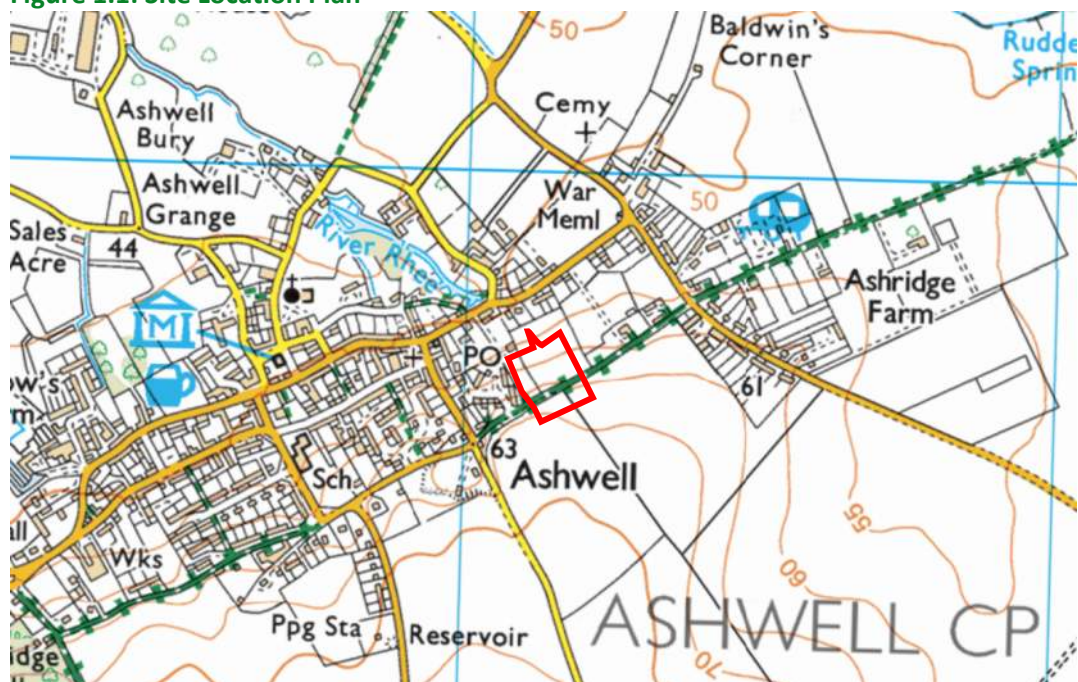
1.1 Instructions

- 1.1.1 This Transport Note has been prepared from instructions received from Manor Oak Homes.
- 1.1.2 The report has been prepared to support the submission of a full planning application.
- 1.1.3 The benefit of this report is to our instructing Client.

1.2 Site Location

- 1.2.1 The proposed residential development is located at land off Ashwell Street, Ashwell, as shown in **Figure 1.1** below and enclosed in **Appendix A**. The approximate National Grid Reference for the site is E527142 N239704.

Figure 1.1: Site Location Plan



1.3 Current Use and Description

- 1.3.1 The site currently comprises undeveloped grazing land. The existing site is shown on the topographical survey enclosed in **Appendix B**.

1.4 Proposed Development

- 1.4.1 The proposed development will comprise 14 dwellings. The proposed development layout is shown on the plan enclosed in **Appendix C**.

1.5 Consultations

- 1.5.1 The application site was previously submitted as a full planning application using the District Reference: 22/03094/FP, which was ultimately refused but not for highway concerns. Following the submission of supporting information in terms of highways and transport, the Local Highway Authority (LHA) commented separate comments on Wednesday 14th June and Friday 15th September 2023. Full copies of the LHA correspondence are enclosed in **Appendices J and K** respectively.
- 1.5.2 The first set of comments received from the LHA predominantly related to visibility splays, the proposed footway width along Ashwell Street and a request for further details regarding the principal access onto Ashwell Street. The comments were addressed in MAC's Technical Note (190-TN-02-A). However, this Technical Note was produced in same month that the LHA's latest design guide was adopted (**Place & Movement, Planning and Design Guide for Hertfordshire, dated August 2023**). As a result, the LHA's response to MAC's Technical Note (190-TN-02-A) requested that the proposed highway design respect the recently adopted design guide.
- 1.5.3 MAC produced a subsequent Technical Note (190-TN-03-0) to respond to the latest LHA comments received in September 2023. This Technical Note reviewed the proposed highway design in accordance with the August 2023 Design Guide and responded to the LHA concerns accordingly.
- 1.5.4 Following from the above-mentioned correspondence between MAC and the LHA towards the end of last year, the Proposed Site Plan has altered. However, the proposed number of residential dwellings remains at 14, and the site access arrangements onto Ashwell Street continue to take account of previous comments made by the LHA. The highway design principles that were justified within MAC's Technical Note (190-TN-03-0) remain relevant to the current site proposal which is enclosed in **Appendix C**.
- 1.5.5 As part of the pre-application process for this application the LPA requested that a vehicular access be considered off Lucas Lane to the north of the site. A separate Technical Note has been prepared which looks at this as an option but it has been concluded that the narrow width and levels make this an unviable solution.

2.0 Existing Conditions – Site Information

2.1 Site Location

- 2.1.1 The proposed residential development is located at land off Ashwell Street, Ashwell, as shown in Figure 1.1 above and enclosed in **Appendix A**.

2.2 Permitted Use

- 2.2.1 The site is currently an undeveloped greenfield site with no previous development.

2.3 Neighbouring Land Uses

- 2.3.1 The neighbouring land uses are residential development to the west, north and east and Ashwell Street to the south.
- 2.3.2 We are not aware of any planned changes to the neighbouring land uses.

2.4 Existing Access Arrangements

- 2.4.1 The site has a field access off Ashwell Street. The location of the existing access can be seen on the topographical survey enclosed in **Appendix B**.

3.0 Existing Conditions – Baseline Transport Data

3.1 Walking and Cycling

3.1.1 Ashwell Street to the south of the site is an adopted highway maintainable at public expense and a Byway Open to All Traffic (B.O.A.T). Ashwell Street is a shared surface used by all. To the south west of the development site Ashwell Street has a footway on the northern side. This has an approximate width of 1.3m to 1.6m.

3.1.2 To the north of the site Lucas Lane has a footway on the southern side of the carriageway with a width of 1.6m. Approximately 50m to the west of the proposed pedestrian access on Lucas Lane after Springhead a footway is provided on both sides of the carriageway.

3.1.3 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

3.1.4 There are no dedicated cycling facilities within the vicinity of the site.

3.1.5 Walking and cycling distances to key local facilities is set out on the plan enclosed in **Appendix D**. The plan also shows the proximity of the site to key facilities including: schools, health services, shops etc. The suitability of the walking distance shown on the drawing is based on the guidance described in full below. Cycle journeys are generally considered acceptable if the distance is less than 5km.

3.1.6 In 2000 the Institution of Highways and Transportation published the document ‘Providing for Journeys on Foot’. This document states that:

“80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76.”

It goes on to define an average walking speed thus:

“An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour.”

3.1.7 Within the document:

“Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes.”

Table 3.2 is replicated below as **Table 3.1**. Predicted journey times have been added to distances based on the 1.4m/s walking pace.

Table 3.1: Suggested Walking Distances - IHT 'Providing for Journeys on Foot'

Town Centres			Commuting / School / Sight-seeing		Elsewhere	
	Distance	Time	Distance	Time	Distance	Time
Desirable	200m	2m 23s	500m	5m 57s	400m	4m 46s
Acceptable	400m	4m 46s	1000m	11m 54s	800m	9m 32s
Preferred	800m	9m 32s	2000m	23m 48s	1200m	14m 17s
Maximum						

3.2 Public Transport

Bus

- 3.2.1 The nearest bus stops are located on High Street some 120m to the west of the proposed development access off Lucas Lane. The bus stops provide a flag and timetable. The bus stop is located within a 2 minute walk from the development site. The bus stops serve the bus routes described in **Table 3.2** below. Full timetable details are enclosed in **Appendix E**.

Table 3.2: Bus Services and Frequencies

Route No.	Route	Typical Frequency		
		Mon - Fri	Sat	Sun
90/91	Ashwell – Letchworth	5 daily 0745-1622	4 daily 0752-1417	No service
90/91	Ashwell – Royston/ Ashwell & Morden Railway Station	5 daily 0903 - 1804	4 daily 0903 - 1804	No service

- 3.2.2 The proposed development has adequate access to Royston and Letchworth with good commuting links to Ashwell Morden Railway Station and is therefore located in a sustainable location.

Rail

- 3.2.3 The nearest railway station is located at Ashwell Morden some 3.2 km (2 miles) from the development site. The railway station offers regular rail services to London and Cambridge along with more local destinations of Royston and Baldock. A copy of the train route map for services that use Ashwell Morden is enclosed in **Appendix F**.
- 3.2.4 The railway station can be reached by bike or using the 90/91 bus services described above.

3.3 Highway network

- 3.3.1 The proposed development has a vehicular access off Ashwell Street to the south and pedestrian access off Lucas Lane to the north. The characteristics of both adopted roads are set out in **Table 3.3** below. The proximity of the development in relation to the wider highway network can be seen on the plan enclosed within **Appendix D**.

Table 3.3: Ashwell Street & Lucas Lane characteristics

Characteristic	Ashwell Street	Lucas Lane
Road classification	Unclassified / B.O.A.T – adopted highway	Unclassified – adopted highway
Carriageway Width	Approx. 5.7m wide	Approx. 6.8m wide
Footways:	Where formal carriageway 1 no. approx. 1.3-1.6m wide	1 no. approx. 1.7m wide
Cycleways	None	None
Speed limit	30mph	30mph
Other features	Street lit	Street lit Dropped kerbs at appropriate locations

3.4 Summary

- 3.4.1 The proposed development is shown to be well served for pedestrian with good links to existing public transport provision.
- 3.4.2 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities, we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

4.0 Proposed Development

4.1 Type and Scale

- 4.1.1 The proposed development comprises 14 dwellings. A plan showing the proposed development is enclosed in **Appendix C**.

4.2 Access – all modes

- 4.2.1 The proposed development will be primarily accessed off Ashwell Street which also provides pedestrian and cyclist access. The principal access provides a simple priority junction off Ashwell Street, the B.O.A.T. From a point to the west of the development site past Woodforde Close, Ashwell Street will become a shared surface. The transition from the traditional carriageway to the new shared surface will be made via a raised table. Where required between Woodforde Close and the site access the road will be provided as a shared surface with a minimum width of 5m. Beyond the site access the road will narrow back down to the tie into Ashwell's Street existing width. A plan of the proposed access is enclosed in **Appendix H**.
- 4.2.2 The proposed development site will benefit from a pedestrian access to the north, located off Lucas Lane; as well as a shared cyclist/ pedestrian access to the south. With both access locations in place, future site users will be able to choose the access point which will benefit the most, when needing to travel between the site and the facilities located within the centre of Ashwell.
- 4.2.3 The internal highway arrangement will typically comprise of a 5m wide shared surface road. In addition to this, there will be a 2m footway provision to the north, connecting to Lucas Lane; as well as a 2m footway provision to the south, connecting to Ashwell Street. Along the development site's southern boundary, approximately 20m southwest of the principal site access, there will be a designated 3m wide shared cycleway/footway provision connecting to Ashwell Street.

4.3 Internal Highway Design Philosophy

- 4.3.1 The Proposed Site Plan has been reviewed against the latest highway design document **‘Places & Movement, Planning and Design Guide for Hertfordshire’** using the highway character P3/M1.
- 4.3.2 From our review the internal highway design complies with this guidance. The proposals comprise a mews cul-de-sac where provision of a shared surface is appropriate. A carriageway width of 5m is provided along with a minimum unobstructed width of 3.7m. Access radii within the site are larger than the recommended 4m, however, these have all been set by vehicle tracking requirements. See **Appendix G** for copies of the Vehicle Tracking diagrams which illustrate the anticipated manoeuvres for both a refuse collection vehicle (RCV) and a large car.
- 4.3.3 There are no straight sections of road in excess of 80m so speed control measures are not required as per the mews specification set out within the guidance for place and character type P3/M1.
- 4.3.4 With respect to proposals for Ashwell Street, these comply with the guidance as set out above and will provide two vertical features and a road narrowing to ensure that vehicle speeds are kept low. The features comprise a vertical deflection as you transition from a traditional carriageway to the shared surface and a further raised table combined with road narrowing where the segregated footway joins Ashwell Street. This will provide both speed control and a buffer for pedestrians and cyclists as they rejoin the shared surface and improve visibility splays for pedestrians. The additional road narrowing with raised table is shown on the Proposed Access drawing enclosed in **Appendix H**.
- 4.3.5 Ashwell Street is classified as a B.O.A.T and is not currently surfaced to modern standards to the east of the proposed site access. However, we accept that this is a legitimate manoeuvre for vehicles exiting the site. Therefore, the junction radius in this location has been set to 4m (as per P3/M1 guidance) to ensure that should a driver wish to make this turn when exiting the site, they can do so safely.
- 4.3.6 Visibility splays of 2.4m x 25m have been provided at the proposed Ashwell Street / site access junction. Based on the proposed speed control features to Ashwell Street and the proposed internal arrangement we would consider these to be appropriate and 43m visibility splays would not be required as vehicles would not be reaching speeds of 30mph. The principle of using 25m visibility splays was considered acceptable by the LHA on the basis of 20mph traffic speeds within their September 2023 response enclosed in **Appendix K**.
- 4.3.7 See the Proposed Access Visibility Assessment drawing enclosed in **Appendix I** for details on how both the forward and junction visibility along Ashwell Street have been reviewed against the latest site proposal.

4.4 Parking – all modes

4.4.1 Car and cycle parking policies are set out in North Hertfordshire’s ‘Vehicle Parking at New Development Supplementary Planning Document’ published September 2011. The current parking requirements is set out in below.

Table 4.1: Parking Standards

Class Use C3	Car Parking Standard	Minimum Cycling Standard
1 bedroom	1 space per dwelling minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling
2 + bedroom	2 spaces per dwelling minimum	

4.4.2 The proposed development will provide electric car charging points in line with Local Transport Plan 4 Policy 5(h). The details of this will be agreed as part of any reserved matters planning application.

4.4.3 To comply with Hertfordshire County Council’s LTP4 Policy 8 (Active Travel-cycling) cycle parking above these standards will be required. The aim of the development will be to provide cycle parking as follows, the exact arrangement and delivery of this cycle parking will be considered with any future planning application when the layout is to be fixed.

- Minimum two cycle parking spaces per dwelling;
- Garage parking will provide, a floorspace requirement of 1.25m x 2m for each bicycle;
- Long stay cycle parking should be in the form of lit, lockable and weather resistant store(s) and be easily accessible;
- 5% of the total bicycle provision for each type of cycle parking (residents, visitors, etc.) should be designed for non-standard bicycles like cargo bikes, inclusive mobility bicycles, tricycles, etc. (more information can be found here: <https://wheelsforwellbeing.org.uk/>).
- Cycle parking provided should be of high quality - conveniently located, secure (especially long term spaces) and with natural surveillance for short term spaces to increase security, lit, covered (long term spaces definitely), visible (especially short term/visitor spaces), easy to access (if not at ground level, no steps and ramps only of appropriate gradients), etc.

4.5 Trip Generation

4.5.1 A development of 14 dwellings will not generate a significant number of vehicle trips on the highway network. The number of vehicles generated could easily be accommodated without causing significant harm.

5.0 Conclusion

5.1 Site Location and Permitted Use

- 5.1.1 The proposed residential development is located at land off Ashwell Street, Ashwell.
- 5.1.2 The site is currently an undeveloped greenfield site with no previous development.

5.2 Existing Conditions

- 5.2.1 The proposed development is shown to be well served for pedestrians with good links to existing public transport provision.
- 5.2.2 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities, we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

5.3 Proposed Development

- 5.3.1 The proposed development for 14 dwellings is located at land off Ashwell Street, Ashwell, Hertfordshire
- 5.3.2 The proposed development will be accessed via an extension of Ashwell Street which will be upgraded to provide a shared surface between the existing traditional carriageway and the development site.
- 5.3.3 Parking for the development will be provided in line with North Hertfordshire Council's current standards.

Appendix A

Location Plan
MAC drawing no. 190-TA01



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Martin Andrews Consulting Ltd

Client: Manor Oak Homes

Project: Residential Development
Land off Ashwell Street
Ashwell, Hertfordshire

Date: 08/04/19

Drw: MJA

Chk: MJA

Scale: 1:10,000

Size: A4

Title: Site Location Plan

Drawing No. 190-TA01

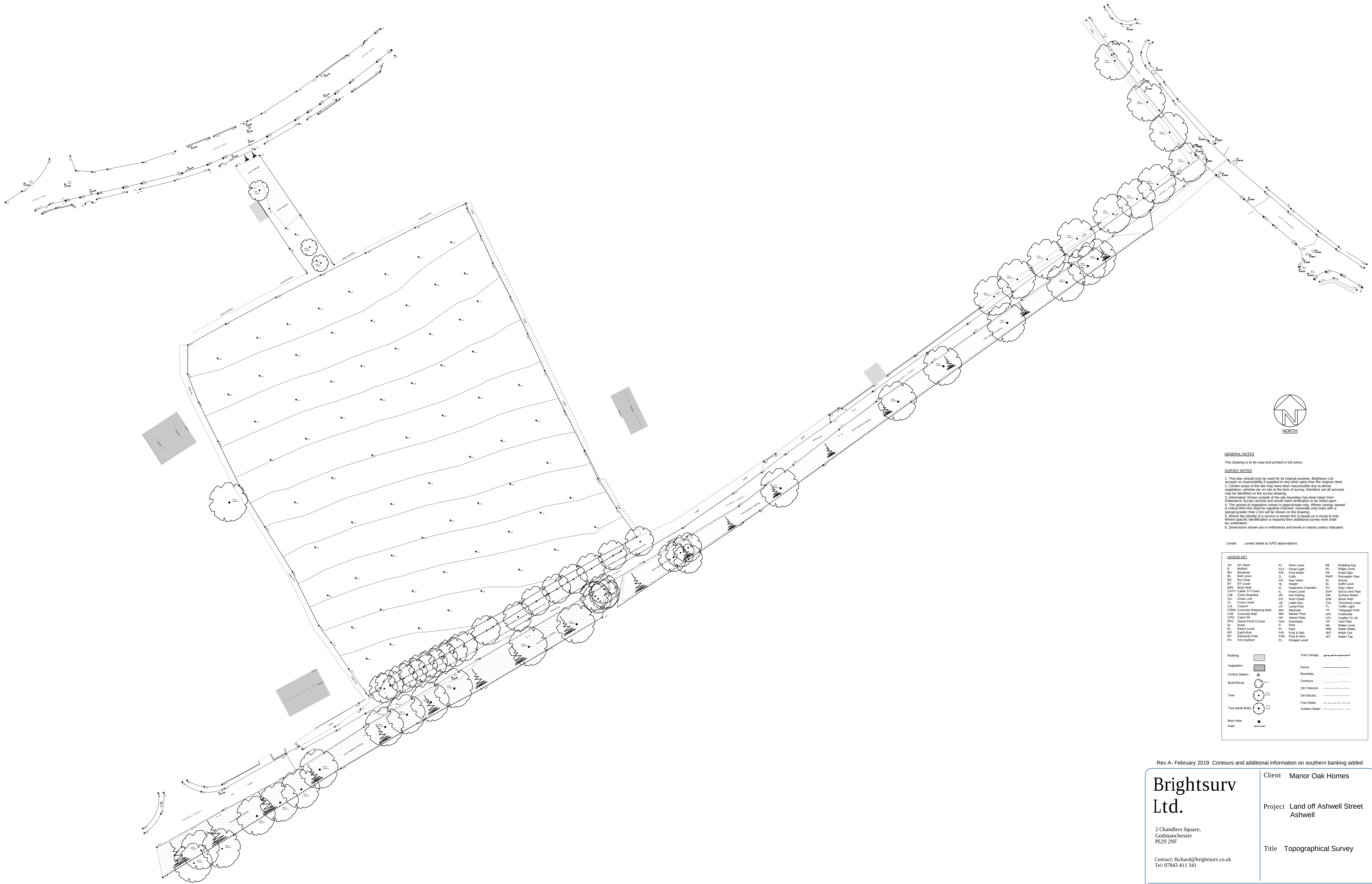
Revision -

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Drainage Strategies



Appendix B

Topographical Survey
Brightsurv Ltd drawing no. BRI106 T01 A



GENERAL NOTES
This drawing is to be read and printed in full colour.

- SURVEY NOTES**
1. This plan should only be used for its original purpose. Brightsurv Ltd accepts no responsibility if supplied to any other party than the original client.
 2. Certain areas of the site may have been inaccessible due to dense vegetation, vehicles etc on site at the time of survey, therefore not all services may be identified on the survey drawing.
 3. Information shown outside of the site boundary has been taken from Ordnance Survey records and would need verification to be relied upon.
 4. The spread of vegetation shown is approximate only. Where canopy spread is critical then this shall be regularly checked. Generally only trees with a spread greater than 2.0m will be shown on the drawing.
 5. Where the density of a service is shown this is based on a visual id only. Where specific identification is required then additional survey work shall be undertaken.
 6. Dimensions shown are in millimetres and levels in metres unless indicated.

Levels		Levels relate to GPS observations.			
LEGENDARY					
AV	Air Valve	FL	Floor Level	RE	Roading Eye
B	Ballast	FLI	Flood Light	RL	Ridge Level
BH	Boilerhouse	FW	Foul Water	RS	Road Sign
BL	Bed Level	G	Gully	RWP	Rainwater Pipe
BS	Bus Stop	GV	Gas Valve	SL	Stump
BT	BT Cover	HL	Height	SL	Soft Level
BW	Brick Wall	IC	Inspection Chamber	SV	Stop Valve
CATV	Cable TV Cover	IL	Invert Level	SVP	Soil & Vent Pipe
CB	Close Boarded	IR	Iron Railing	SW	Surface Water
CL	Chain Link	KD	Kerb Outlet	SW	Stone Wall
CL	Chain Link	LD	Lamp Post	TAL	Trench Level
CL	Chain Link	LP	Lamp Post	TL	Traffic Light
COL	Column	M	Manhole	TP	Tree Plant
COW	Concrete Retaining Wall	MR	Marker Post	URS	Underpass
CPR	Concave Pit	NP	Name Plate	UTL	Underpass To Lift
DPC	Damp Proof Course	OH	Overhead	VP	Vent Pipe
D	Ditch	P	Pipe	WL	Water Level
EL	Earth Level	PI	Pipe	WM	Water Meter
EP	Earth Road	PR	Post & Rail	WO	Wash Out
EP	Electricity Pole	PW	Post & Wire	WT	Water Tap
FL	Fire Hydrant	PL	Panoramic Level		

Building		Tree Canopy	
Vegetation		Fence	
Control Station		Boundary	
Bush/Shrub		Contours	
Tree		OH Telecom	
Tree (Multi Bole)		OH Electric	
Tree (Multi Bole)		Ford Water	
Tree (Multi Bole)		Surface Water	
Bore Hole			
Gate			

Rev A- February 2019 Contours and additional information on southern banking added

Brightsurv Ltd. 2 Chandlers Square, Godmanchester PE29 2NF Contact: Richard@brightsurv.co.uk Tel: 07843 411 341	Client	Manor Oak Homes					
	Project	Land off Ashwell Street Ashwell					
	Title	Topographical Survey					
	Scale at A1	1:500	Drawn by	RB	Checked by	RB	Date
Status	For Information	Project ref	BRI106	Drawing no.	T01	Revision	A



Appendix C

Proposed Site Plan
AT Architecture drawing no. A_2133 PL100-Rev B

NOTES:

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ALL DIMENSIONS ARE APPROXIMATE AND TO BE
CHECKED ON SITE

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SUBJECT TO BUILDING CONTROL STANDARDS
AND COMMENTS

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B	LJB	01.11.24	LANDSCAPE BUFFER ADDED
A	LJB	15.08.24	BOUNDARY AMENDED
REV:	BY:	DATE:	DETAILS:



PROJECT:

**Ashwell Street
ASHWELL**

DRAWING TITLE:

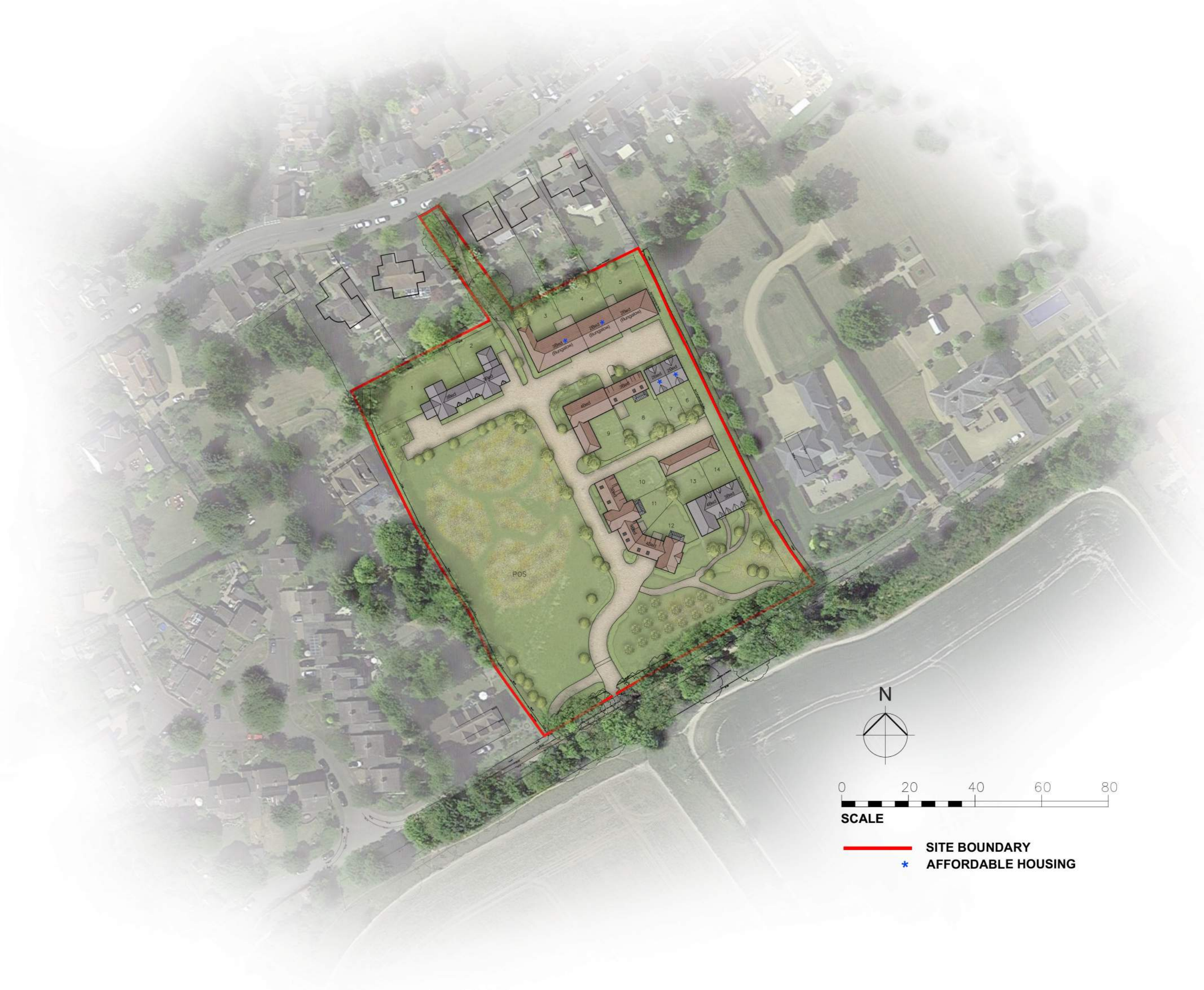
Proposed Site Plan

SCALE: STAGE: DATE:

1:1000 (A3) Planning Mar 2024

DRAWING NO: REVISION:

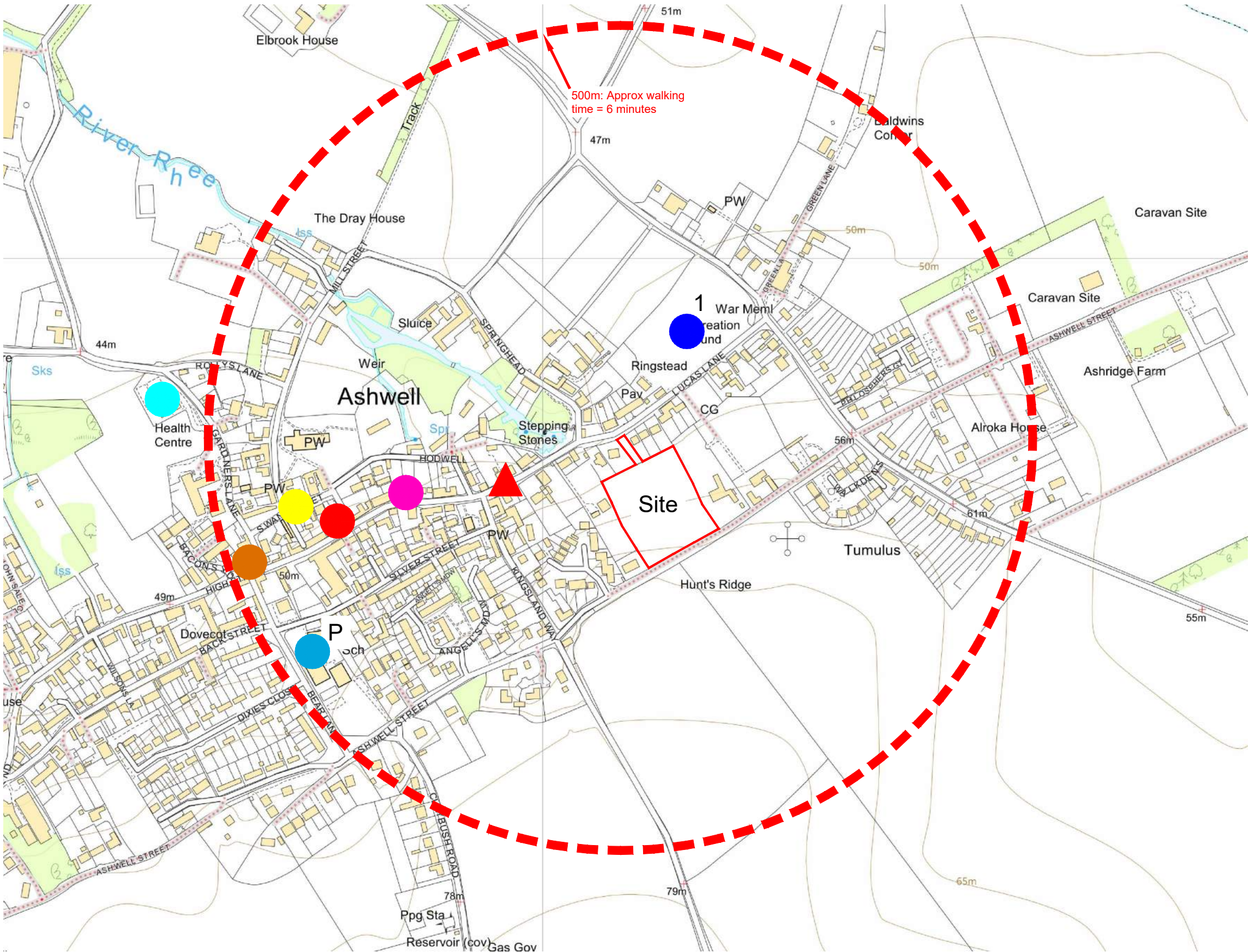
A_2133 PL100 B



SCALE

SITE BOUNDARY
*** AFFORDABLE HOUSING**





NOTES

1. Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'.
2. Actual walking distances may vary from radial distances shown.
3. Nearest of each facility / service shown only.

KEY

- Site Boundary
- Doctors Surgery (D)
- Dentist
- Pharmacy
- Primary School - Primary
- Post Office - limited opening hours
- Shops - Village Store
- Leisure Facilities - Recreation Ground
- Bus Stops

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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Residential Development Land off Ashwell Street Ashwell, Hertfordshire	
Title: Key Facilities Plan		Date: 14/10/19	
		Drw: MJA	
		Chk: MJA	
Drawing No: 190-TA02		Revision: B	Scale: 1:5,000
			Size: A3

Appendix E
Bus timetables and routes

RICHMOND'S COACHES

Royston – Letchworth

Including journey on Service 90

91

MONDAYS TO FRIDAYS

from 1st January 2022

Service: Notes:	90					
	NSch	Sch				
Royston , Bus Station, Stop 1	0728	0728	0925	1220		
Royston , Baldock Street, Princes Mews	0730	0730	0927	1222		
Ashwell & Morden Railway Station ⇌	0740	0740	0937	1232	1412	1617
Ashwell , Station Rd, War Memorial	0744	0744	0941	1236	1416	1621
Ashwell , High Street, Post Office	0745	0745	0942	1237	1417	1622
Ashwell , West End, Back Street	0747	0747		1239	1419	1624
Newnham , Ashwell Rd, opp The Green	0751	0751		1243	1423	1628
Radwell , Great North Rd, opp Radwell Ln	0755	0757		1247	1427	1632
Bygrave , Ashwell Rd, Manor Farm			0948			
Baldock Railway Station , Stop A ⇌	0759	0801	0956	1251	1431	1636
Clothall Common , Yeomanry Dr, Sale Drive	0807	0811	1000	1255	1435	1640
Baldock , Tesco Extra			1005	1300	1440	
Baldock , High St, Market Place, Stop C	0812	0816	1007	1302	1442	1645
Baldock , Hitchin St, The Gardens, Stop F	0813	0817V		1303	1443	1646
Letchworth , Third Avenue, Sainsbury's			1014	1309	1449	
Letchworth , opp Jackman's Place ⇌	0818	0822	1016	1311	1451	1651
Letchworth , Pixmore Ave, Boscombe Court	0820	0824	1017	1312	1452	1652
Letchworth , Station Road, Stop C ⇌	0823	0827	1020	1315	1455	1655
Letchworth , Broadway ⇌	0826	0830	1023	1318	1458	1658

NOTES: ⇌ - Near Railway Station ⇌ - Interchange with Express Coaches **NSch** - Non Schooldays only **Sch** - Schooldays only
V - Alight for Knights Templar School

RICHMOND'S COACHES

Royston – Letchworth

Including journey on Service 90

91

SATURDAYS

from 1st January 2022

	Service:	90				
	Notes:					
Royston , Bus Station, Stop 1	0735	0925	1220			
Royston , Baldock Street, Princes Mews	0737	0927	1222			
Ashwell & Morden Railway Station ⇌	0747	0937	1232	1412		
Ashwell , Station Rd, War Memorial	0751	0941	1236	1416		
Ashwell , High Street, Post Office	0752	0942	1237	1417		
Ashwell , West End, Back Street	0754		1239	1419		
Newnham , Ashwell Rd, opp The Green	0758		1243	1423		
Radwell , Great North Rd, opp Radwell Ln	0802		1247	1427		
Bygrave , Ashwell Rd, Manor Farm		0948				
Baldock Railway Station , Stop A ⇌	0806	0956	1251	1431		
Clothall Common , Yeomanry Dr, Sale Drive	0810	1000	1255	1435	1550	
Baldock , Tesco Extra		1005	1300	1440		
Baldock , High St, Market Place, Stop C	0815	1007	1302	1442	1555	
Baldock , Hitchin St, The Gardens, Stop F	0816		1303	1443	1556	
Letchworth , Third Avenue, Sainsbury's		1014	1309	1449		
Letchworth , opp Jackman's Place ➡	0821	1016	1311	1451	1601	
Letchworth , Pixmore Ave, Boscombe Court	0822	1017	1312	1452	1602	
Letchworth , Station Road, Stop C ⇌	0825	1020	1315	1455	1605	
Letchworth , Broadway ⇌	0828	1023	1318	1458	1608	

NOTES: ➡ - Near Railway Station ➡ - Interchange with Express Coaches **NSch** - Non Schooldays only **Sch** - Schooldays only

OPERATOR: Richmond's Coaches Customer Care: 01763 848226

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RICHMOND'S COACHES

Letchworth – Royston

Including journey on Service 90

91

MONDAYS TO FRIDAYS

from 1st January 2022

	Service: Notes:	90			NSch	Sch	
Letchworth , Broadway, Stop H ➡	0834	1120	1325	1530	1530	1730	
Letchworth , Station Road, Stop E ➡	0835	1121	1326	1531	1531	1731	
Letchworth , Pixmore Ave, opp Boscombe Ct	0838	1124	1329	1534	1534	1734	
Letchworth , Baldock Rd, Jackman's Place ➡	0839	1125	1330	1535	1535	1735	
Letchworth , Third Avenue, Sainsbury's		1128	1333				
Baldock , Hitchin St, The Gardens, Stop E	0844	1132		1540	1540V	1740	
Baldock , High St, Market Place, Stop D	0845	1133	1338	1541	1545	1741	
Baldock , Tesco Extra		1136	1341				
Clothall Common , Yeomanry Dr, Sale Drive		1139	1344	1546	1549	1746	
Baldock Railway Station , Stop B ➡	0849	1144	1349	1550	1553	1750	
Radwell , Great North Road, Radwell Lane	0853	1148		1554	1558	1754	
Newnham , Ashwell Rd, The Green	0857	1152		1558	1602	1758	
Ashwell , West End, Back Street	0901	1156		1602	1606	1802	
Bygrave , Ashwell Rd, opp Manor Farm			1357				
Ashwell , High Street, opp Post Office	0903	1158	1403	1604	1608	1804	
Ashwell , Station Rd, opp War Memorial	0904	1159	1404	1605	1609	1805	
Ashwell & Morden Railway Station ➡	0908	1203	1408	1609	1613	1809	
Royston , Bus Station	0920	1215				1821	

NOTES: ➡ - Near Railway Station ➡ - Interchange with Express Coaches **NSch** - Non Schooldays only **Sch** - Schooldays only
V - Boarding point for Knights Templar School

RICHMOND'S COACHES

Letchworth – Royston

Including journey on Service 90

91

SATURDAYS

from 1st January 2022

Service: 90
Notes:

Letchworth, Broadway, Stop H	0834	1120	1325	1530	1730
Letchworth, Station Road, Stop E	0835	1121	1326	1531	1731
Letchworth, Pixmore Ave, opp Boscombe Ct	0838	1124	1329	1534	1734
Letchworth, Baldock Rd, Jackman's Place	0839	1125	1330	1535	1735
Letchworth, Third Avenue, Sainsbury's		1128	1333	1538	
Baldock, Hitchin St, The Gardens, Stop E	0844	1132		1542	1740
Baldock, High St, Market Place, Stop D	0845	1133	1338	1543	1741
Baldock, Tesco Extra		1136	1341	1546	
Clothall Common, Yeomanry Dr, Sale Drive		1139	1344	1549	1746
Baldock Railway Station, Stop B	0849	1144	1349		1750
Radwell, Great North Road, Radwell Lane	0853	1148			1754
Newnham, Ashwell Rd, The Green	0857	1152			1758
Ashwell, West End, Back Street	0901	1156			1802
Bygrave, Ashwell Rd, opp Manor Farm			1357		
Ashwell, High Street, opp Post Office	0903	1158	1403		1804
Ashwell, Station Rd, opp War Memorial	0904	1159	1404		1805
Ashwell & Morden Railway Station	0908	1203	1408		1809
Royston, Bus Station	0920	1215			1821

NOTES: ➡ - Near Railway Station ➡ - Interchange with Express Coaches

OPERATOR: Richmond's Coaches Customer Care: 01763 848226

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

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Our Network



Valid from March 2024

Services and facilities

This is a general guide of the basic daily services, however, not all trains stop at all stations on each coloured line, so please check your journey at nationalrail.co.uk or see our website.

REGULAR SERVICE
Gatwick Express
Great Northern
Southern
Thameslink

LIMITED SERVICE

Other train operators' routes
Combined bus and train ticket is available on this route
Luton Airport DART
Limited service stations on our network
Faygate*
Interchange stations
Interchange with Docklands Light Railway
Interchange with the Elizabeth Line
Interchange with London Underground
Interchange with London Overground
Interchange with London Tramlink
Interchange with Eurostar
Interchange with other operators' train services
Interchange with Airports
Ferry service routes
Hovercraft service routes

Oyster and Contactless area

Pay as you go with contactless (card or device) in the grey shaded area

Contactless only area

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

Accessibility

- Category 'A' Station: Step-Free access between the street and all platforms, and also between platforms.
- Category 'B' Station: Step-Free access between the street and all platforms. There may not be step-free access between platforms or entrances.
- Category 'B' Station: Step-Free access between the street and some platforms
- Category 'B' Station: Step-Free access between the street and platforms but only available for trains in the direction of the arrow
- Category 'C' Station: No step-free access between the street and platforms.

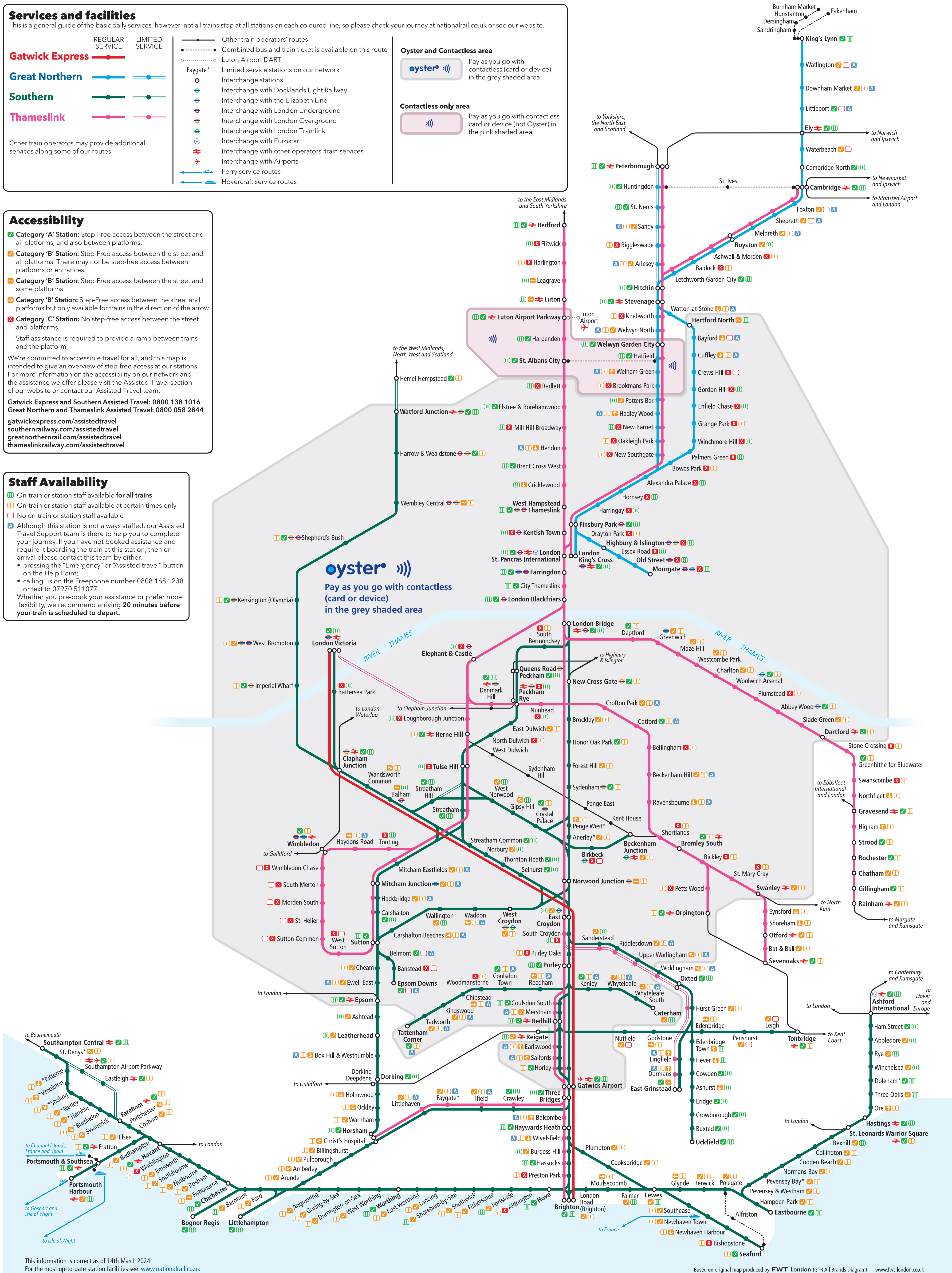
Staff assistance is required to provide a ramp between trains and the platform
We're committed to accessible travel for all, and this map is intended to give an overview of step-free access at our stations. For more information on the accessibility on our network and the assistance we offer please visit the Assisted Travel section of our website or contact our Assisted Travel team:

Gatwick Express and Southern Assisted Travel: 0800 138 1016
Great Northern and Thameslink Assisted Travel: 0800 058 2844

gatwickexpress.com/assistedtravel
southernrailway.com/assistedtravel
greatnorthernrail.com/assistedtravel
thameslinkrailway.com/assistedtravel

Staff Availability

- On-train or station staff available for all trains
- On-train or station staff available at certain times only
- No on-train or station staff available
- Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:
 - pressing the "Emergency" or "Assisted travel" button on the Help Point;
 - calling us on the Freephone number 0808 168 1238 or text to 07970 511077.Whether you pre-book your assistance or prefer more flexibility, we recommend arriving 20 minutes before your train is scheduled to depart.



Appendix G

Vehicle Tracking Drawings

MAC drawing numbers

190-TA40F – Mercedes Econic 8x4MS 12.1m

190-TA41E – Large Car, Sheet 1 of 6

190-TA42E – Large Car, Sheet 2 of 6

190-TA43E – Large Car, Sheet 3 of 6

190-TA44E – Large Car, Sheet 4 of 6

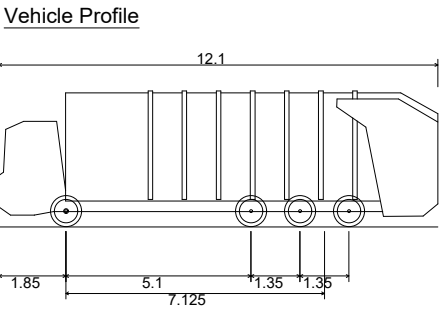
190-TA45E – Large Car, Sheet 5 of 6

190-TA46E – Large Car, Sheet 6 of 6



- Notes:
- Based on Brightsurv Ltd 'Topographical Survey', drawing number BRI106 t01 A dated January 2019.
 - Drawing based on Ordnance Survey mapping. ©Crown Copyright and database rights 2024 OS Licence no.AC0000849896.
 - Based on AT Architecture 'Ashwell Street, Ashwell', drawing number A_2133 PL100 Revision B dated 15.08.24.

- Key:
- Incoming Vehicle Swept Path
 - Outing Vehicle Swept Path



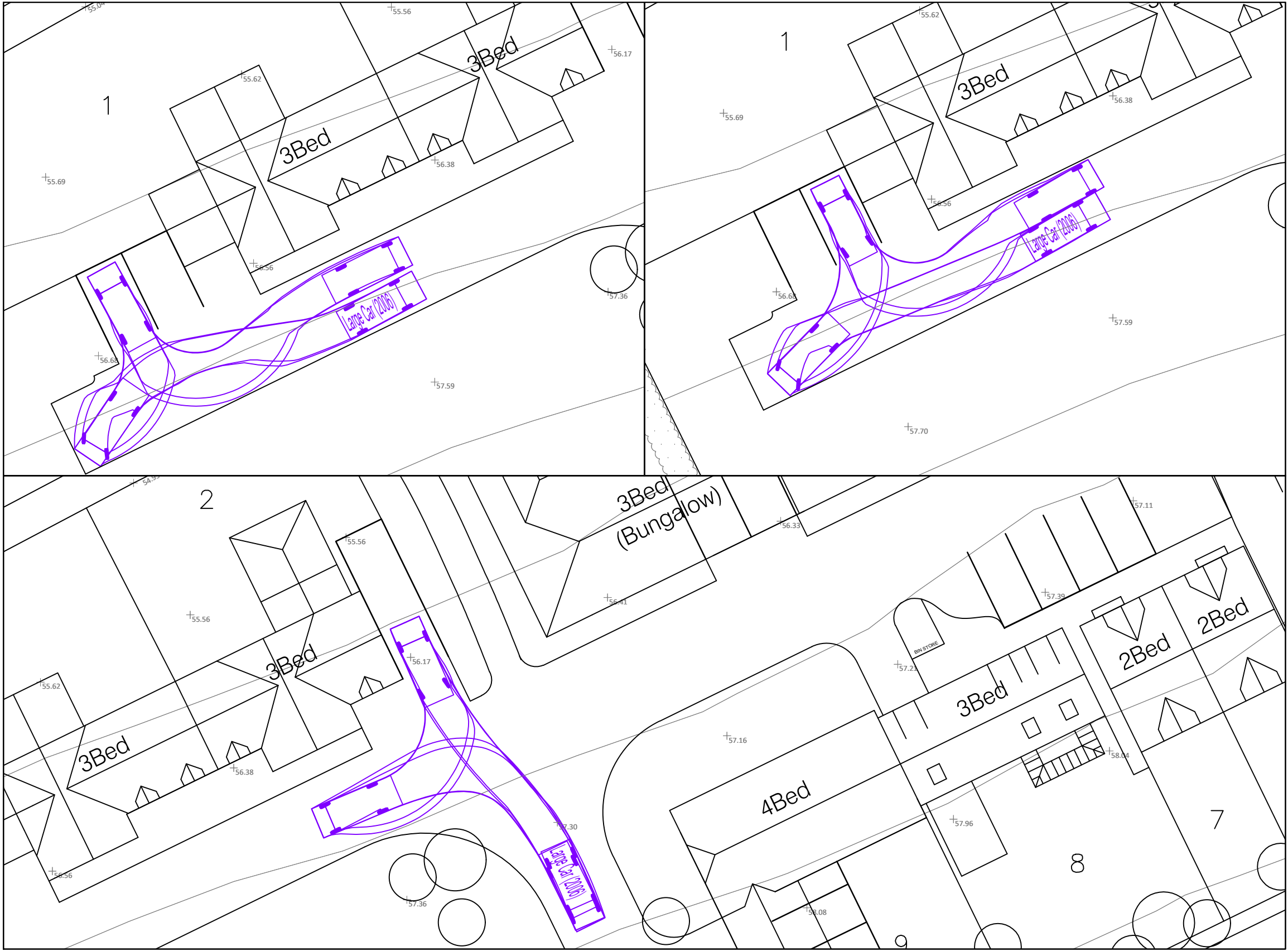
Mercedes Eonic 8x4MS 12.1m	
Overall Length	12.100m
Overall Width	2.530m
Overall Body Height	3.742m
Min Body Ground Clearance	0.295m
Track Width	2.450m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.400m



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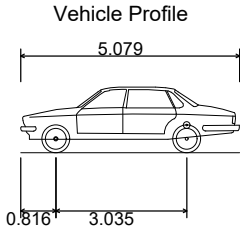
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Land off Ashwell Street Ashwell
Title: Vehicle Tracking Mercedes Eonic 8x4MS 12.1m	Date: 23.10.24
	Drw: ZS
	Chk: MJA
Drawing No: 190-TA40	Revision: F
	Scale: 1:500
	Size: A3



- Notes:**
1. Based on Brightsurv Ltd 'Topographical Survey', drawing number BRI106 t01 A dated January 2019.
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 3. Based on AT Architecture 'Ashwell Street, Ashwell', drawing number A_2133 PL100 Revision B dated 15.08.24.

Key



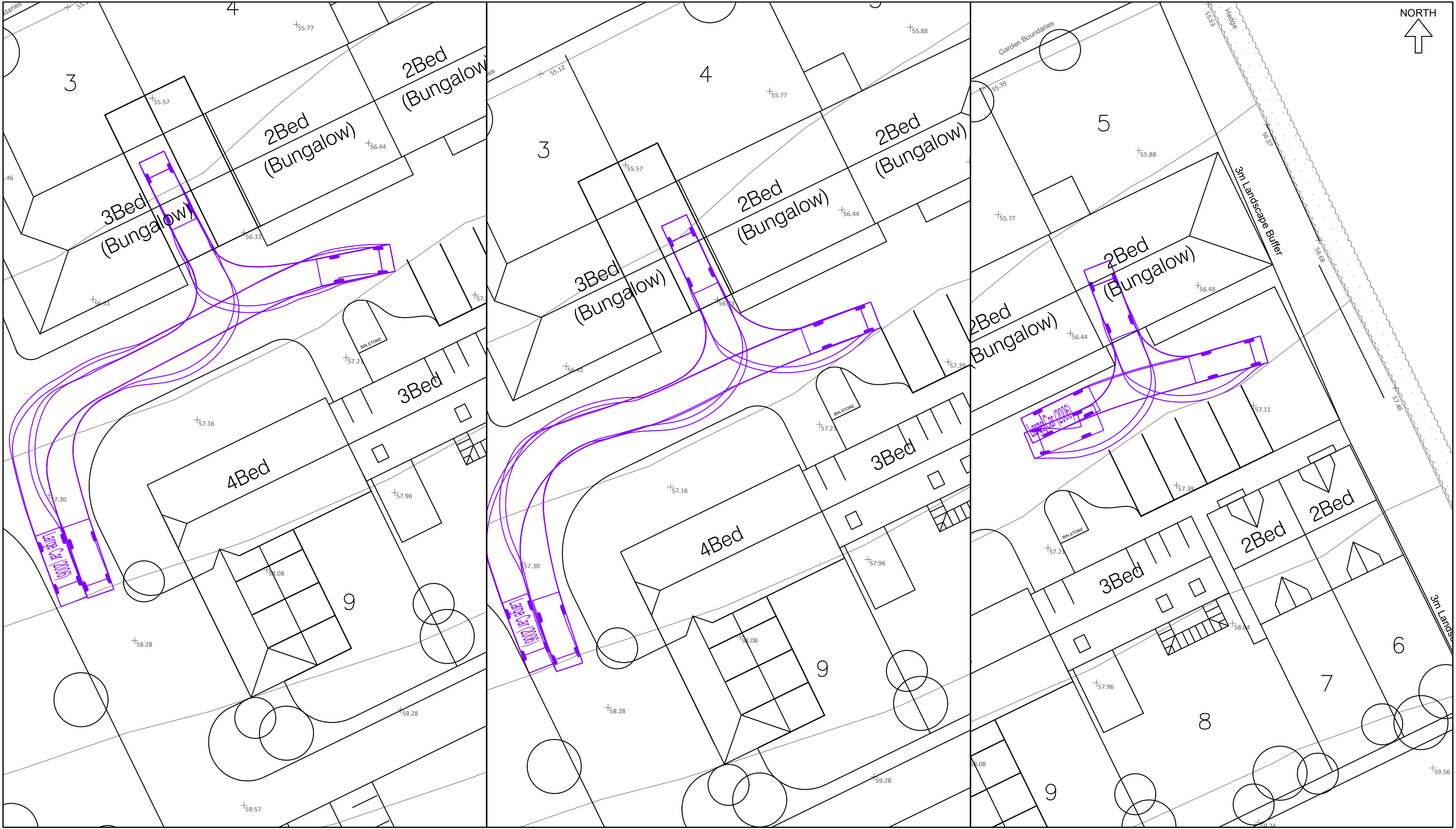
Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	



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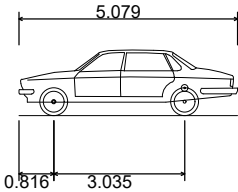
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Land off Ashwell Street Ashwell	
Title: Vehicle Tracking - Large Car Sheet 1 of 9		Date: 23.10.24	
		Drw: ZS	
		Chk: MJA	
Drawing No: 190-TA41		Revision: E	
		Scale: 1:200 Size: A3	



Notes:

1. Based on Brightsurv Ltd 'Topographical Survey', drawing number BRI106 t01 A dated January 2019.
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3. Based on AT Architecture 'Ashwell Street, Ashwell', drawing number A_2133 PL100 Revision B dated 15.08.24.



Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

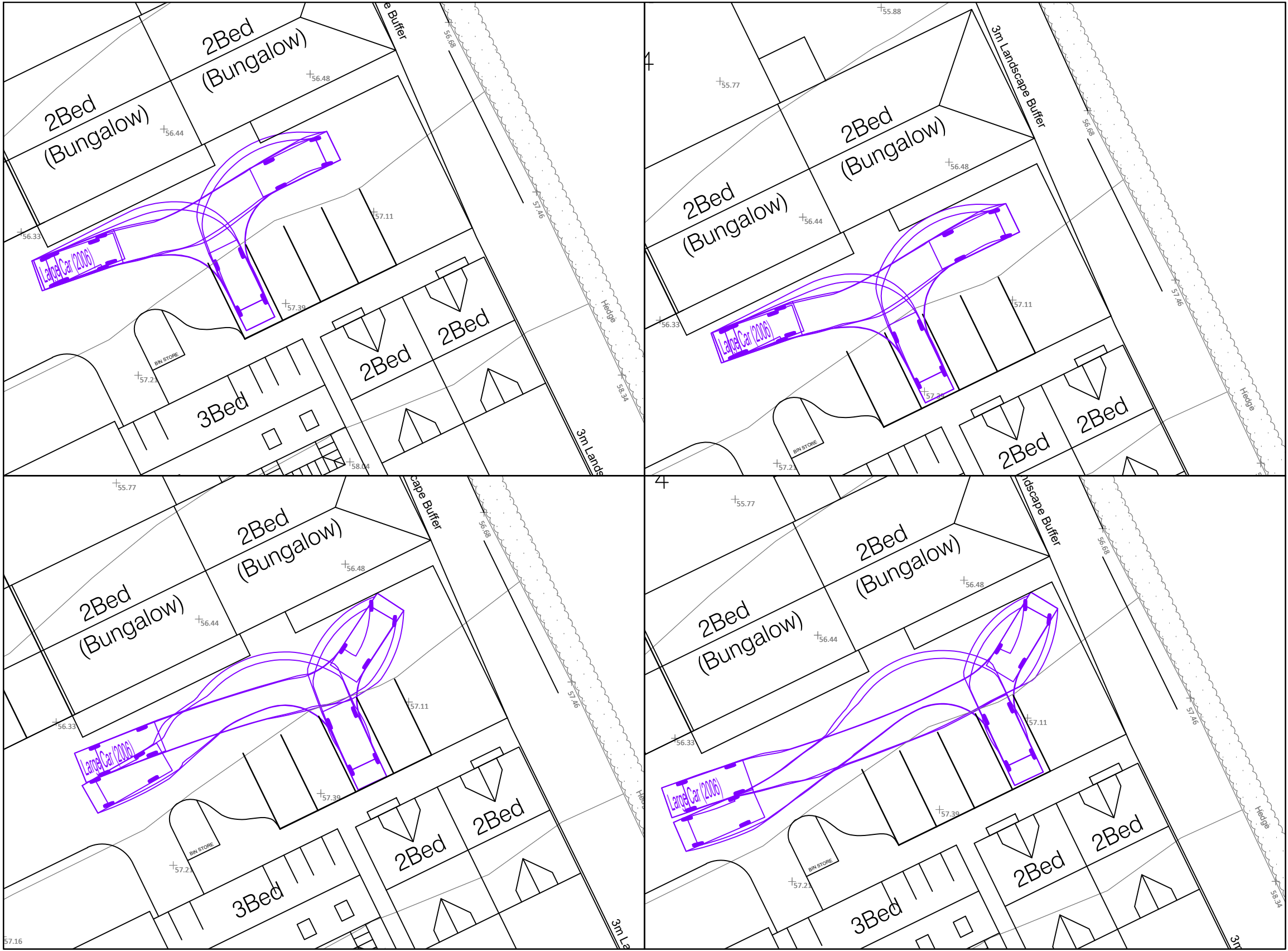
5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m



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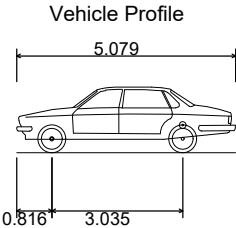
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Land off Ashwell Street Ashwell	
Title: Vehicle Tracking - Large Car Sheet 2 of 6		Date: 23.10.24	
		Drw: ZS	
Drawing No: 190-TA42		Chk: MJA	
		Scale: 1:200	
Revision: E		Size: A3	



- Notes:**
1. Based on Brightsurv Ltd 'Topographical Survey', drawing number BRI106 t01 A dated January 2019.
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 3. Based on AT Architecture 'Ashwell Street, Ashwell', drawing number A_2133 PL100 Revision B dated 15.08.24.

Key



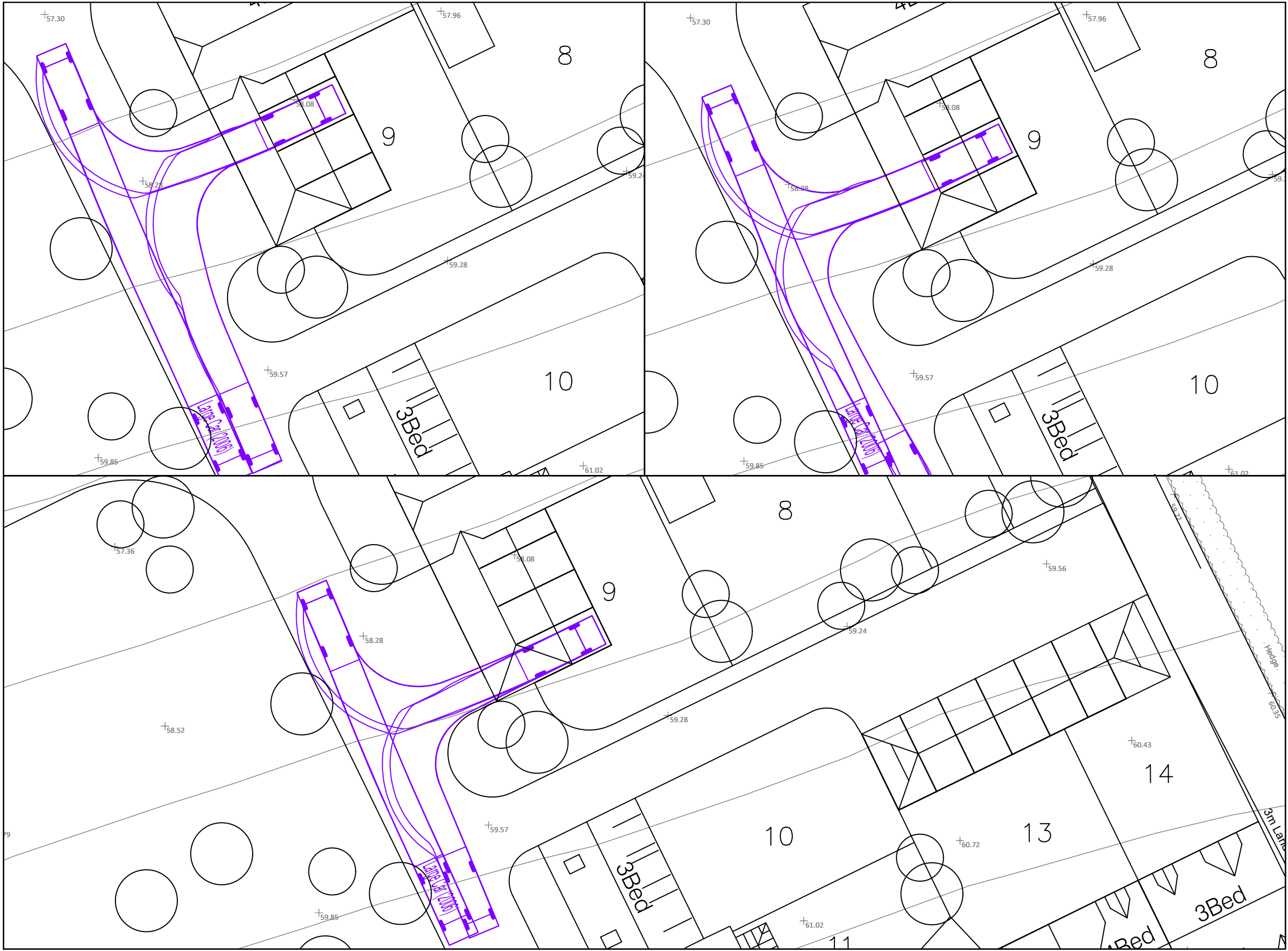
Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



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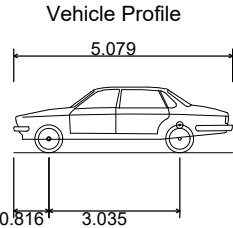
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Land off Ashwell Street Ashwell	
Title: Vehicle Tracking - Large Car Sheet 3 of 6		Date: 23.10.24	
		Drw: ZS	
		Chk: MJA	
Drawing No: 190-TA43		Revision: E	
		Scale: 1:200 Size: A3	



- Notes:**
1. Based on Brightsurv Ltd 'Topographical Survey', drawing number BRI106 t01 A dated January 2019.
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 3. Based on AT Architecture 'Ashwell Street, Ashwell', drawing number A_2133 PL100 Revision B dated 15.08.24.

Key



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



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- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes

Project: Land off Ashwell Street
Ashwell

Title: Vehicle Tracking -
Large Car
Sheet 4 of 6

Date: 23.10.24

Drw: ZS

Chk: MJA

Drawing No: 190-TA44

Revision: E

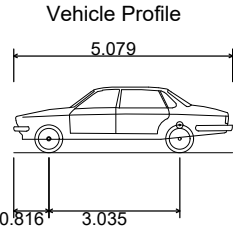
Scale: 1:200

Size: A3



- Notes:**
1. Based on Brightsurv Ltd 'Topographical Survey', drawing number BRI106 t01 A dated January 2019.
 2. Drawing based on Ordnance Survey mapping. ©Crown Copyright and database rights 2024 OS Licence no.AC0000849896.
 3. Based on AT Architecture 'Ashwell Street, Ashwell', drawing number A_2133 PL100 Revision B dated 15.08.24.

Key



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



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- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes

Project: Land off Ashwell Street
Ashwell

Title: Vehicle Tracking -
Large Car
Sheet 5 of 6

Date: 23.10.24

Drw: ZS

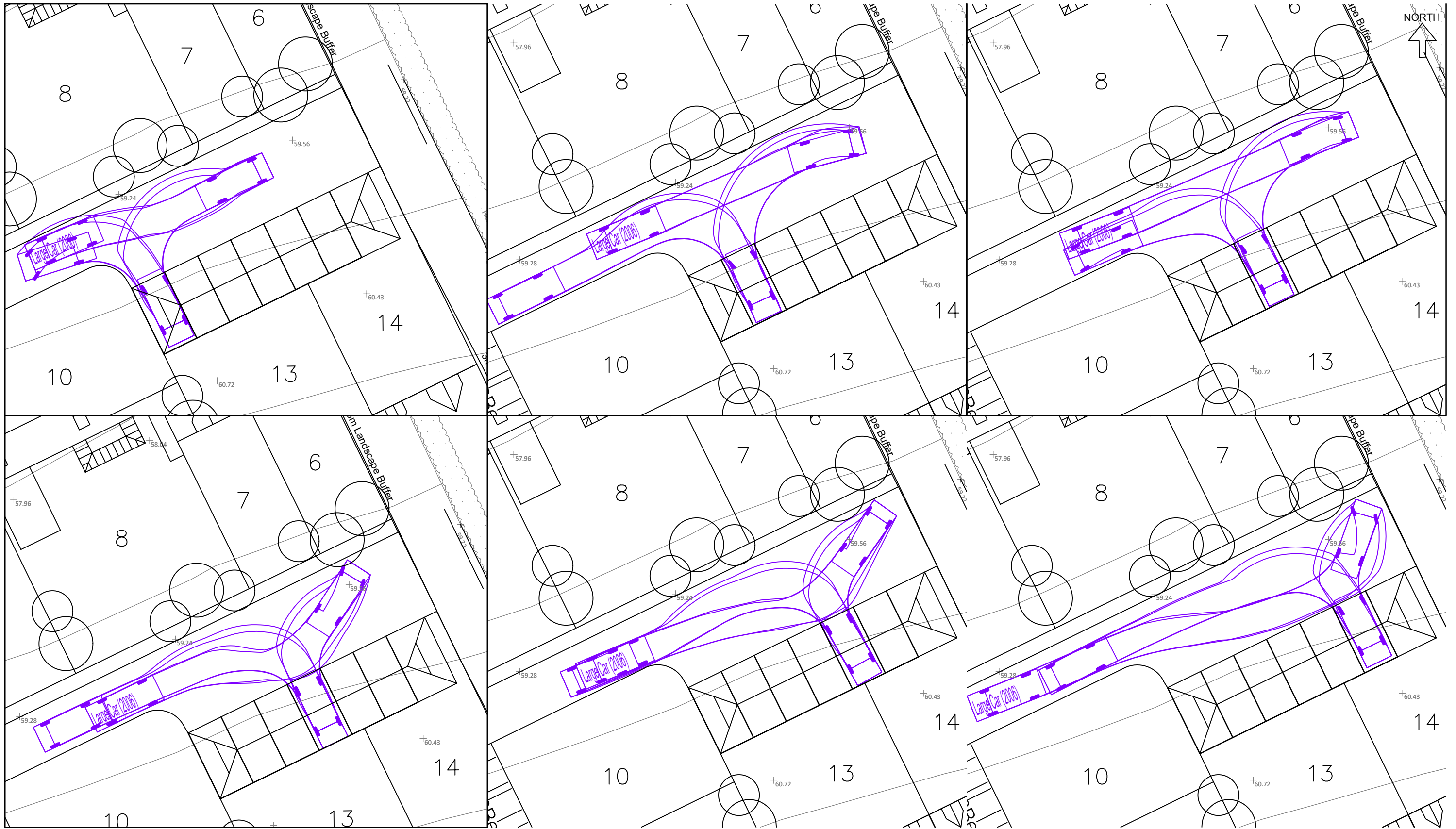
Chk: MJA

Drawing No: 190-TA43

Revision: E

Scale: 1:200

Size: A3

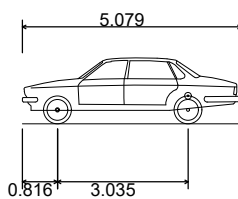


Notes:

1. Based on Brightsurv Ltd 'Topographical Survey', drawing number BRI106 t01 A dated January 2019.
2. Drawing based on Ordnance Survey mapping. ©Crown Copyright and database rights 2024 OS Licence no.AC0000849896.
3. Based on AT Architecture 'Ashwell Street, Ashwell', drawing number A_2133 PL100 Revision B dated 15.08.24.

Key

Vehicle Profile



Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m



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- Vehicle tracking

Client: Manor Oak Homes

Project: Land off Ashwell Street
Ashwell

Title: Vehicle Tracking -
Large Car
Sheet 6 of 6

Date: 23.10.24

Drw: ZS

Chk: MJA

Drawing No: 190-TA46

Revision: E

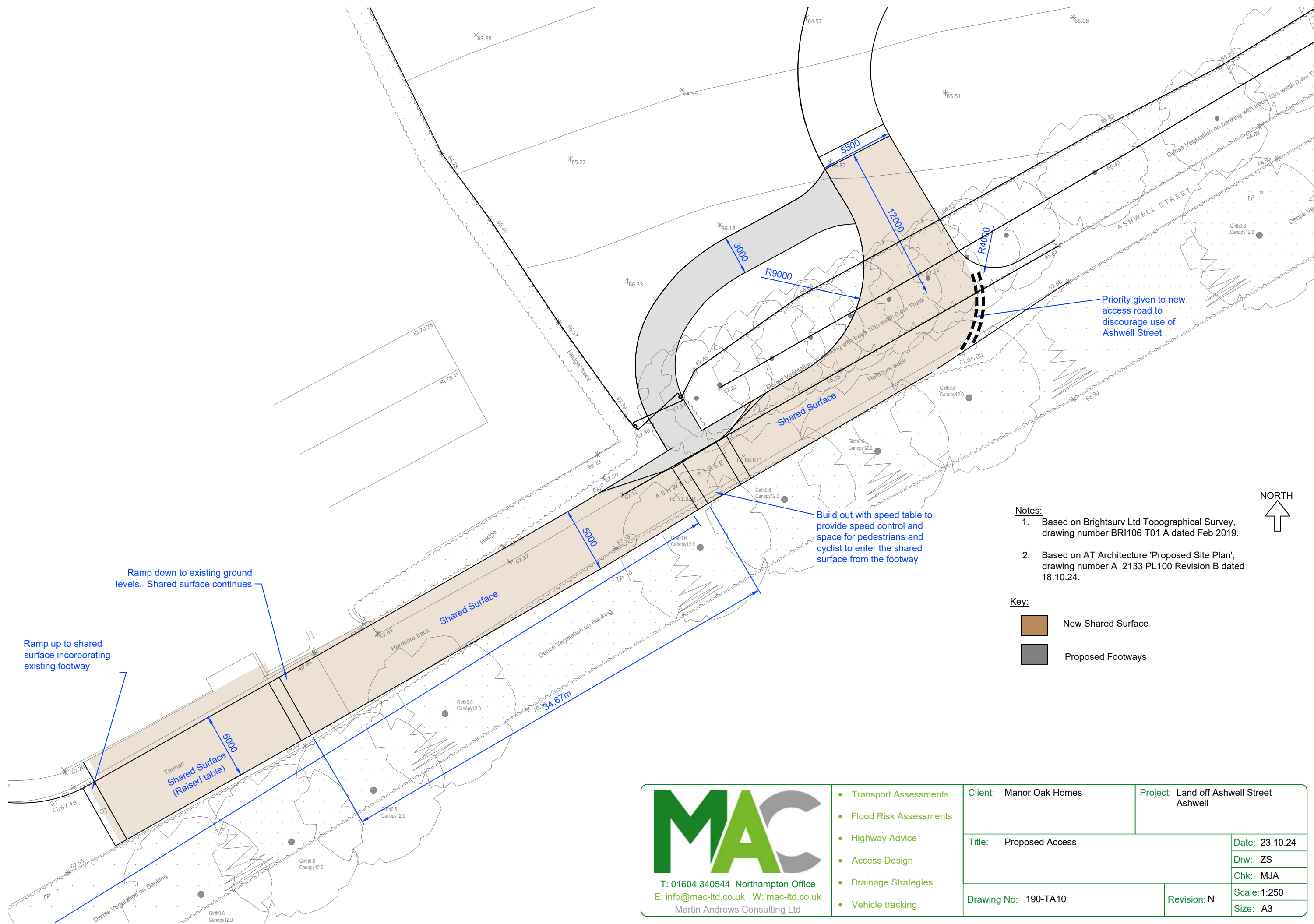
Scale: 1:200

Size: A3



Appendix H

Proposed Site Access
MAC drawing no. 190-TA10N



Notes:

1. Based on Brightsurv Ltd Topographical Survey, drawing number BRI106 T01 A dated Feb 2019.
2. Based on AT Architecture 'Proposed Site Plan', drawing number A_2133 PL100 Revision B dated 18.10.24.

Key:

- New Shared Surface
- Proposed Footways



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- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes

Project: Land off Ashwell Street
Ashwell

Title: Proposed Access

Date: 23.10.24

Drw: ZS

Chk: MJA

Drawing No: 190-TA10

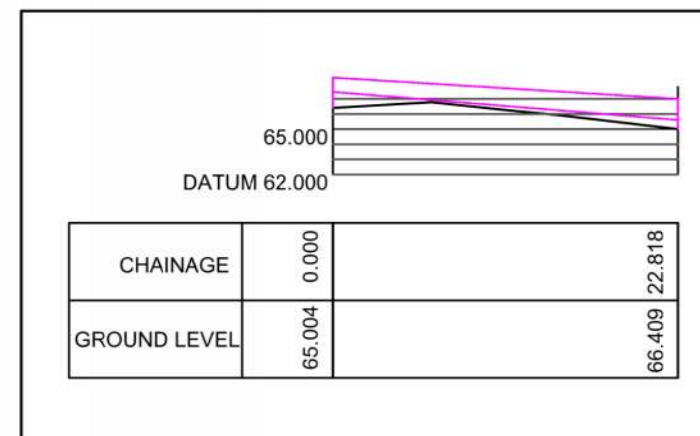
Revision: N

Scale: 1:250

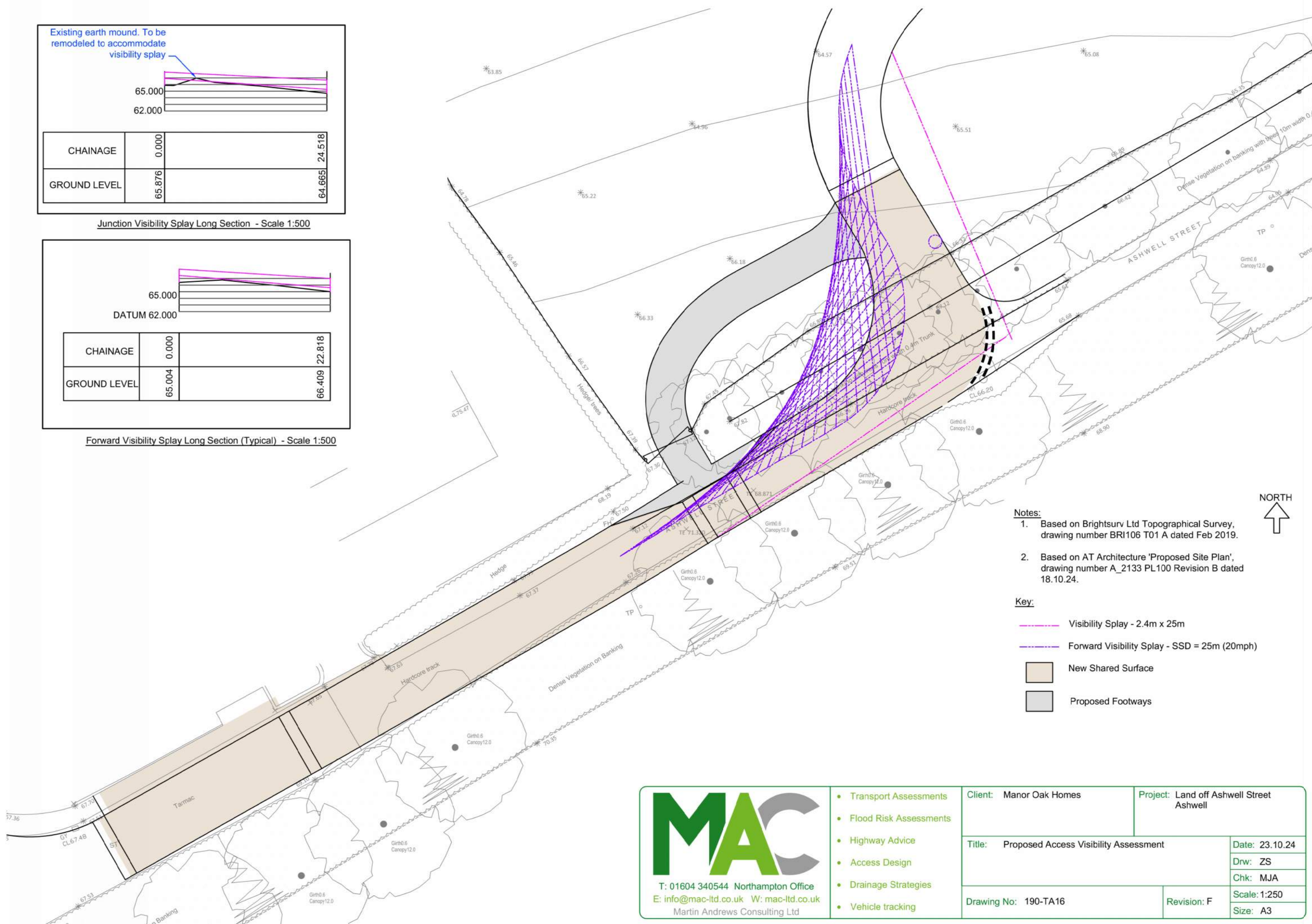
Size: A3

Appendix I

Proposed Site Access Visibility Assessment
MAC drawing no. 190-TA16F



Forward Visibility Splay Long Section (Typical) - Scale 1:500



NORTH


Notes:

1. Based on Brightsurv Ltd Topographical Survey, drawing number BRI106 T01 A dated Feb 2019.
2. Based on AT Architecture 'Proposed Site Plan', drawing number A_2133 PL100 Revision B dated 18.10.24.

Key:

-  Visibility Splay - 2.4m x 25m
-  Forward Visibility Splay - SSD = 25m (20mph)
-  New Shared Surface
-  Proposed Footways



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- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes

Project: Land off Ashwell Street
Ashwell

Title:	Proposed Access Visibility Assessment
--------	---------------------------------------

Date: 23.10.24

Drw: ZS

Chk: MJA

Drawing No: 190-TA16

Revision: F

Scale: 1:250

Size: A3





Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CH0242
County Hall
Pegs Lane
Hertford
SG13 8DE

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: 22/03094/FP
HCC ref: NH/14941/2022
HCC received: 7 June 2023
Area manager: Manjinder Sehmi
Case officer: Chris Carr

Location

Land Between Huntsridge And Ashwell House 5 High Street, Ashwell, Hertfordshire,

Application type

Full Application

Proposal

AMENDED PROPOSAL

Erection of 14 dwellings including creation of access from Ashwell Street, footpath link to Lucas Lane, associated infrastructure, public open space and landscaping

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:

- The applicant has provided drawings illustrating visibility splays from Ashwell Street where it meets the site access. However, the visibility splays only measure 2.4 metres x 25 metres which is considered acceptable for a 20mph road. Ashwell Street and Kingsland Way (adjoining to the west) are both currently 30mph roads and visibility splays measuring 2.4 metres x 43 metres would therefore be required to ensure safe sight stopping distance can be achieved. The vertical level-difference and gradient at the vehicle access is an important feature and will influence the achievable visibility splay, the vertical visibility must also be demonstrated. It must be demonstrated that the splay can be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.
- Details on drawing MAC 190-TA10 Revision H show changes to the proposed footpath accessing the site from Ashwell Street. This will be 2 meters in width and is accepted as the minimum requirement. However, the footpath is linking into the shared used surfacing proposed on Ashwell Street and consideration should be given to increasing the minimum width to 3 meters to facilitate

walking, wheeling and cycling trips to ensure compliance with Policies 1, 2, and 5 of Hertfordshire's Local Transport Plan, adopted 2018.

- Priority to vehicles accessing the site from the west is proposed on drawing MAC 190 TA-10, meaning that vehicles travelling from the east will be required to give way to vehicle entering and existing the proposed site. No details have been provided on the design of this junction and these would require a s278 agreement and a technical design check by Hertfordshire County Council.

Notwithstanding the details mentioned above, several matters previously set out in the Local Highway Authorities (LHA) response (8th December 2022) have now been adequately addressed. It is also recommended that the following conditions are included as part of any planning consent:

1. Prior to the first use of the development hereby permitted the vehicular access and road layout shall be provided and thereafter retained as shown on the previously approved drawing number MAC 190-TA10 Revision H. Arrangements shall be made for surface water drainage from the development to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

2. Prior to the first occupation of the development hereby permitted 0.65 x 0.65 metre (refer to DMRB, CD123, fig 3.3) pedestrian visibility splays shall thereafter be retained at all times to each side of the access. They shall be measured from the point where the edges of the access way cross the highway boundary, 0.65 metres into the site and 0.65 metres along the highway boundary therefore forming a triangular visibility splay. Within which, there shall be no obstruction to visibility between 0.6 metres and 2.0 metres above the carriageway.

Reason: To ensure construction of a satisfactory development and in the interests of highway pedestrian safety in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018).

3. Prior to the first occupation of the development hereby permitted, each residential dwelling shall be provided with an active (ready to use) EV charging point which shall thereafter be provided and permanently retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

4. Prior to the first commencement of the development hereby permitted, a scheme for the parking of cycles including details of the design, level and siting shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018)

5. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan should include:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements

- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

6. No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policy 5 of Hertfordshire's Local Transport Plan 4 (adopted 2018).

Matters previous queried by Local Highway Authority

The LHA requested that visibility splays measuring 2.4 metres x 25 metres shall be provided from the eastern section of Ashwell Street where it meets the proposed site access. Forward visibility splays of 25 metres shall also be provided through the bend where the site access is formed. Such splays shall thereafter be maintained free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

The applicant has provided visibility splay drawings (drawing number MAC 190-TA16) at the access into the site from Ashwell Street. Ashwell Street and Kingsland Way (adjoining to the west) are both currently 30mph roads and visibility splays measuring 2.4 metres x 43 metres are required.

Confirmation was also sought by the LHA that the geometry of the horizontal alignment of the road layout has sufficient capacity to accommodate two-way traffic and vehicles likely to serve the development. Swept path analysis has been provided by the applicant in drawings MAC 190-TA15 and TA 16 showing tracking of a car and refuse vehicle along Ashwell Street and into the site. There appears to be adequate space for vehicles to manoeuvre safely past each other on Ashwell Street and within the proposed site.

A proposed change to the priority of Ashwell Street is also proposed the applicant in drawing 190-TA10 Revision H, allowing vehicle accessing the development priority over vehicles travelling westbound on Ashwell Street. Additionally, the LHA requested that the gradient of the vehicular access shall not exceed 1:20 for the first 12 meters into the site as measured from the near channel edge of the adjacent carriageway. This is to ensure construction of a satisfactory access and in the interests of highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

The LHA request that the applicant submit a scaled 1:200 design drawing for Technical Audit of the access to the site which would require technical approval prior to commencement of the s278 works on site.

The width of the access road has been shown at 5.0 metres wide on the submitted drawings, which would conform to the minimum width of an access road. If the road layout is not to an adoptable standard, Hertfordshire County Council would not agree to enter into a s38 agreement. Further discussion would need to take place with the developer to discuss the adoption of a management process for the internal highway layout and the limits of highway adoption that the highway authority would accept.

The site internal layout will need to comply with 'Roads in Hertfordshire - Highway Design Guide' if the roads within the estate were to be adopted under a Section 38 Agreement. The Developer should contact Hertfordshire County Council to obtain the requirements for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

The LHA noted that the access road and footway appears to require removal of a significant amount of trees and that access arrangements should be redesigned to minimise tree removal subject to ecological assessment concluding that this being acceptable.

Details of the amount of trees to removed have been provided by the applicant and are contained in the submitted Arboriculture Impact Assessment by Origin Environmental. To facilitate the access, a total of 8 trees (partial removal of G2) would require removal. The trees in G2 are Category C. However, it should also be noted that the proposal includes significant tree planting to off-set the impact of any tree loss.

The applicant was asked to explore options for separating the footpath from the carriageway and provide further details of the footpath. The LHA notes that the footpath into the site from Ashwell Street has been realigned away from the carriageway and accepts that this will result in less removal of associated trees and hedgerows. However, the footpath is linking in to the shared use surfacing proposed on Ashwell Street and consideration should be given to increasing the minimum width to 3 metres to facilitate walking, wheeling (inclusive mobility) and cycling trips. Refer to and ensure accordance with Cycle Infrastructure Design: Local Transport Note 1/20 (July 2020) and Inclusive Mobility Guidance (December 2021).

OFFSITE WORKS INFORMATIVE

The requirement as part of the offsite s278 works is to include a shared access road which includes pedestrian and cycle access to connect with the existing western end of the Byway of Ashwell Street. The details would need to be included as part of the s278 drawing as part of the required highway work in conjunction with the development.

PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

North Hertfordshire does not currently have a CIL. The Council continues to use legal agreements to secure contributions from new development.

CONCLUSION

Hertfordshire County Council as Highway Authority has considered the submission of further informant from the applicant and is recommending refusal on the grounds detailed in this response and subject to conditions contained here within being met.

Signed
Chris Carr

14 July 2023



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CH0242
County Hall
Pegs Lane
Hertford
SG13 8DE

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: 22/03094/FP
HCC ref: NH/14941/2022
HCC received: 30 August 2023
Area manager: Manjinder Sehmi
Case officer: Chris Carr

Location

Land Between Huntsridge And Ashwell House 5 High Street, Ashwell, Hertfordshire,

Application type

Full Application

Proposal

AMENDED PROPOSAL

Erection of 14 dwellings including creation of access from Ashwell Street, footpath link to Lucas Lane, associated infrastructure, public open space and landscaping

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:

- Although the scheme seeks to renew a previous planning consent, design must respect the recently adopted 'Place & Movement, Planning and Design Guide for Hertfordshire (August 2023) which will inform the detailed design should planning consent be granted. The access road and internal highway layout should be reviewed at this time to ensure compliance is achieved, using the appropriate highway character (e.g. P3/M1) and recognising limitations where appropriate when designing within existing highway boundaries (Pt3 Ch8 1.8).
- The applicant has provided further drawings and justification for the proposed visibility splays, including the vertical visibility, which are considered acceptable on the basis of 20mph traffic speeds. However, the reduced speed required along Ashwell Street and through the site access needs to be conveyed to drivers as they enter the scheme, and no details are provided of how this will be delivered.
- As a shared surface environment, seeking to achieve a traffic speed of 10mph would be appropriate and how this may be delivered should be identified.

- The new footway provided has inadequate visibility to the right as it emerges onto Ashwell Street as the land to the right is in third-party ownership. Consideration should be given to a road narrowing in this location to enable pedestrians to safely enter Ashwell Street.
- The existing footway on Ashwell Street emerges onto the shared surface carriageway with zero visibility to the left due to third-party ownership. Consideration should be given to a road narrowing combined with a shorter speed table to allow pedestrians to safely enter the shared surface carriageway and ensure visibility is provided to and from vehicles using the private access.
- As the carriageway narrowings would both be on the same side of the carriageway, on a straight section of carriageway, consideration should be given to including further speed reducing measures between features (e.g. speed cushions/sinusoidal humps).
- Design details are provided on drawing MAC 190 TA-10 Revision I for the junction between Ashwell Street and the site access. This layout will result in vehicles exiting the widened section of Ashwell Street into a single track highway, potentially resulting in the need for vehicles to reverse prior to being able to pass at some point on the single track highway. Measures must be in place to prevent the need for vehicles to reverse back out of the single track section onto the wider section of Ashwell Street.
- No provision is made for vehicles to turn right into the single track section of Ashwell Street from the site access. As a legal manoeuvre, this must be able to be achieved safely, and with the same requirement to ensure that people do not need to reverse back into the widened section of Ashwell Street.

ANALYSIS

The LHA requested that visibility splays measuring 2.4 metres x 25 metres shall be provided from the eastern section of Ashwell Street where it meets the proposed site access. Forward visibility splays of 25 metres shall also be provided through the bend where the site access is formed. Such splays shall thereafter be maintained free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

The applicant has provided visibility splay drawings (drawing number MAC 190-TA16) at the access into the site from Ashwell Street. Ashwell Street and Kingsland Way (adjoining to the west) are both currently 30mph roads and visibility splays measuring 2.4 metres x 43 metres are required. Confirmation was also sought by the LHA that the geometry of the horizontal alignment of the road layout has sufficient capacity to accommodate two-way traffic and vehicles likely to serve the development. Swept path analysis has been provided by the applicant in drawings MAC 190-TA15 and TA 16 showing tracking of a car and refuse vehicle along Ashwell Street and into the site. There appears to be adequate space for vehicles to manoeuvre safely past each other on Ashwell Street and within the proposed site.

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discussion would need to take place with the developer to discuss the adoption of a management process for the internal highway layout and the limits of highway adoption that the highway authority would accept.

The site internal layout will need to comply with 'Place & Movement, Planning and Design Guide for Hertfordshire' if the roads within the estate were to be adopted under a Section 38 Agreement. The Developer should contact Hertfordshire County Council to obtain the requirements for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

The LHA noted that the access road and footway appears to require removal of a significant amount of trees and that access arrangements should be redesigned to minimise tree removal subject to ecological assessment concluding that this being acceptable.

Details of the amount of trees to removed have been provided by the applicant and are contained in the submitted Arboriculture Impact Assessment by Origin Environmental. To facilitate the access, a total of 8 trees (partial removal of G2) would require removal. The trees in G2 are Category C. However, it should also be noted that the proposal includes significant tree planting to off-set the impact of any tree loss.

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PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

North Hertfordshire does not currently have a CIL. The Council continues to use legal agreements to secure contributions from new development. Planning obligations should be discussed with the council prior to the council giving a formal response of approval.

CONCLUSION

Hertfordshire County Council as Highway Authority has considered the submission of further informant from the applicant and is recommending refusal on the grounds detailed in this response and subject to conditions contained here within being met.

Signed

Chris Carr

15 September 2023