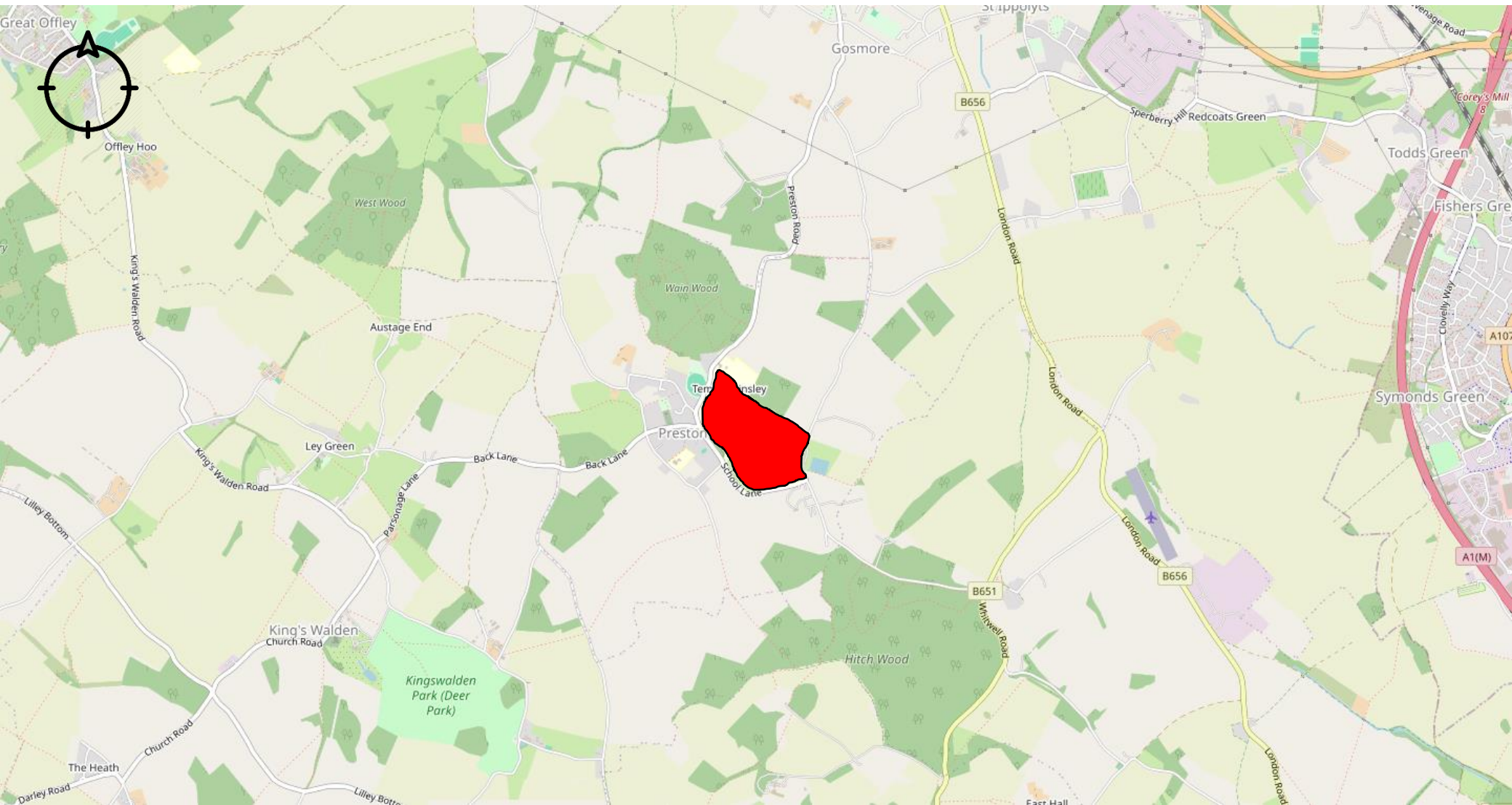


Appendix: A - Site Location Plan



Location Plan



Site Location

EAS

Appendix: B - Proposed Site Plan



Site Area : 277945 sq.m (27.8 ha)

1. Main Building
2. Teaching Block
3. Edwin
4. Violet
5. Sadleir
6. Ithel
7. Templar
8. Summer House
9. Harwood House
10. Tank House

11. Pump House
12. Lodge Gate
13. Belvedere
14. Ice House
15. Piggery
16. Park Wall
17. Paved Rose garden
18. Herbaceous Garden
19. Small Herbaceous Garden
20. Rose Garden

21. Magnolia Steps
22*. Cricket Pitch
23. North Tennis Court
24. Village Gate
25. Walled Parking Garden
26. Existing Parking
27. Visitor Parking
28. Summer House Plantation
29. East Tennis Court
30. Pergola Garden

31. Permissive Path
32. Path to Dower House
33. Path to School Yard
34. St. Albans Road
35. East Avenue to exit
36. Construction traffic in and out

37. Substation
38. New Cricket pavilion and Existing Sports Pavilion moved
39. Proposed woodland planting

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Total Homes
Main Building	10	20	4	1		35
Teaching Block	2	5	1			8
Edwin		2	2			4
Violet				4		4
Sadleir			4	2		6
Ithel			6			6
Templar			2			2
Summer House					1	1
Harwood House					1	1
Tank House			1			1
Pump House			1			1
Number of Homes						69

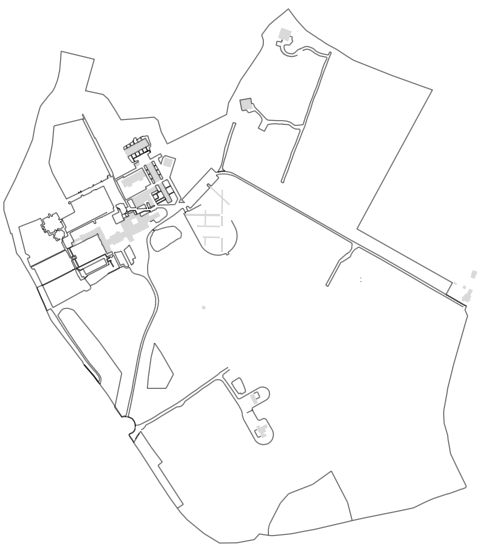
Based on a TRICS assessment carried out by EAS, it is estimated that the proposals to develop 69 houses and apartments on site would generate circa 36 vehicle trips in both the AM and PM peak periods. This equates to a significant reduction of circa 280 vehicle trips in each of the network peak hours when related to the school operations at Princess Helena College.

*New **EIGHT-PITCH** natural grassed cricket square (or table), all eight pitches having an ECB senior cricket minimum boundary of 45.7m (50 yards).



DO NOT SCALE OFF THIS DRAWING
DO NOT SUBSTITUTE ANY OF THE PRODUCTS
OR MATERIALS.

1. This is a planning drawing and is intended for this use only; it must not be used for construction.
2. All dimensions are in MM and should be checked on site prior to commencement of work; do not scale off this drawing.
3. This drawing is to be read in conjunction with all other relevant information.
3.Discrepancies between drawings and information to be referred to Architect without delay.



P08	Updated SH,HH and TH boudnary fences	17.06.24
P07	Issued for BNG calculations	07.06.24
P06	Updated to latest design	29.05.24
P05	Coordination issue	20.05.24
P04	Adjusted to LEA comments	09.05.24
Revision	Description	Date

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Client
The Door UK Ltd

Project
Temple Dinsley
Preston, Hitchin, Hertfordshire,
SG4 7RT

Drawing title
Proposed Site Plan

Purpose of issue
Planning

Job no. Status Scale @ A0
641 S0 1:1000

Checked by
ST

Date Revision
28.03.24 P08

Drawing number
641-KS-03-XX-DR-A-10002

Appendix: C - Highways Pre-App Responses



Mark Youngman
Highways Strategy & Implementation Group Manager
Hertfordshire County Council
Postal Point CH0242
County Hall
Pegs Lane
Hertford
SG13 8DE

District ref: N/A
HCC ref: NH/18376/2023
HCC received: 28 September 2023
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Temple Dinsley, Preston, Hitchin, Hertfordshire SG4 7RT

Application type

Pre-Application

Proposal

The project involves restoring and redeveloping the site and buildings to provide private residential accommodation, including elements of demolition, new construction, and landscaping. At this early stage, the initial proposals suggest that the site will be redeveloped into a total of 66 apartments/houses within the Temple Dinsley grounds. It is proposed that the main building and teaching block (4,656 sqm), and barn 1 (216 sqm) will be converted into homes 46. There is also scope to remove approximately 2,775sqm of existing school building facilities and convert this into 20 houses

Brief Description of Proposed Development by the applicant:

The site is located in the east of the village of Preston in North Hertfordshire District. In accordance with the adopted North Hertfordshire Local Plan, Preston is a Category A village whereby 'general development will be allowed' (Policy SP2: Settle Hierarchy) as it is a considered a suitable and sustainable location for additional housing (site allocation PR1 within Preston has already been granted permission for 21 new homes). Stevenage is located circa 5.2km to the east, while Hitchin is located 4.2km north of the site; both are accessed by two-way roads that also pass through villages and towns including Little Almshoe, Rush Green and Charlton

The project involves restoring and redeveloping the site and buildings, which are Grade II* listed, to provide private residential accommodation, including elements of demolition, new construction, and landscaping. Due to its significant importance and listed status, Historic England are involved in the project in order to bring the buildings back into their Optimum Viable Use. At this early stage, the initial proposals suggest that the site will be redeveloped into a total of 66 apartments/ houses within the Temple Dinsley grounds. It is proposed that the main building and teaching block (4,547 sqm), pumping station (107 sqm) and barn (Barn 2) in the parkland (140 sqm) will be converted to 44 homes.

There is also scope to remove approximately 3,623 sqm of existing school building facilities and convert this into 22 houses.

The school accommodated a total of 200 students and approx. 160 employees fulltime and part time. The school formally shut in 2021 and the site has laid dormant since.

Existing Access/Egress Arrangement

The site currently adopts an internal circular vehicle route which is accessed off School Lane; vehicles then proceed into the site and follow the one-way flow, eventually egressing onto St Albans Highway, located in the east. It is proposed that this arrangement will be maintained as part of the new proposals. The School Lane access is circa 4m in width, serving as the only in-flow vehicular access to the site. Approximately 30m south of the access along School Lane the enforced speed limit changes from 30mph to 60mph, although a review of traffic collision records have indicated that no incidents have occurred within 400m of this access.

Vehicular egress from the site will be made exclusively via an existing access off St Albans Highway (depicted below). At this point the speed limit in both direction is 60mph. At first glance visibility does appear to be slightly tight to the north, where foliage from an existing dwelling appears to be planted right up to the presumed highway boundary, however the applicant has advised that they own these buildings so could cut back vegetation if/where necessary. The southern splay appears more achievable, but highway boundary mapping will need to be purchased to confirm. In any case, no traffic collision incidents have been recorded within 400m of the access within the last five years, it is therefore assumed that the access is safe. The proposals are also likely to engender a reduction in the number of trips, which will be touched on in more detail below.

It is worth noting that there are currently no footways within the immediate vicinity of both access points, although other pedestrian accesses into the site will be provided, as mentioned below.

Although the estate is currently unused, the lawful use of a secondary school still remains in place and as a result, existing trip generation figures have been estimated with this in mind. As mentioned previously, when in operation, the school accommodated for a total of 200 students, comprising a mix of children who boarded full-time and day-students. Despite the fact that the number of students boarding fluctuated slightly year on year, it has been indicated that roughly 25% students (50 pupils) were boarders, with the remaining 150 pupils being day-students (student information as per: Princess Helena College: Hitchin, Hertfordshire, UK | Hertfordshire, United Kingdom | Best Boarding Schools (best-boarding-schools.net)). Similarly, it is therefore also assumed that roughly 25% of the 160 full and part-time staff were based on the site permanently, with the remaining 75% commuting to and from the site each weekday; however, for robustness, this figure has been increased to 30% so as not to overestimate existing vehicle trip generation (therefore it is estimated that 112 staff members travelled to site each day).

With this in mind, we believe the site generated circa 317 vehicle trips in the AM peak hour (school started at 08:30), with this estimate accounting for lift sharing by students and staff, as well as the use of a single bus route that was available to students who lived locally. Previous work completed by EAS at a private primary school that also offered private school bus services (although more extensive than our existing land use), indicated that 30% of students travelled to and from school using the provided buses; subsequently, this proportion was also assumed when calculating the existing trip generation associated with the Princess Helena College. This therefore equates to circa 210 vehicle trips (105 two-way vehicle trips) associated with students travelling to school as parents arrive at the school to drop off their child, and depart from the site once the child has been dropped off.

Previous work on the same primary school by EAS also indicated that 95% of staff members travelled to school using personal vehicles, so this proportion has been carried forward here too. Subsequently, it is estimated that 107 staff members drove to the site each day. (therefore: 210 vehicle trips associated with students + 107 vehicle trips associated with staff = 317 total vehicle trips in the AM peak).

Naturally, a similar number of trips would be generated at the end of a school day by day-students and non-permanently based staff members, although this is likely to have been spread out more, with not all 317 vehicle trips falling within the PM peak hour, owing to the fact that the school finished at 16:00pm and various extra-curricular activities were offered by the school which ran until circa 17:30.

Conversely, based on a brief TRICS assessment (attached), we estimate that the proposals to develop 66 house/apartments on site would generate roughly 34 vehicle trips in both the AM and PM peak periods. This equates to a significant reduction of circa 283 vehicle trips in each of the network peak hours.

As well as the proposals engendering a significant reduction in trips when compared to the existing lawful use, the difference in habits of site occupants also needs to be considered. Future residents of the site would be far more likely to use the local bus routes to access nearby services and employment opportunities located within Stevenage, Hitchin or Luton when compared to former school students and staff. This highlights that the use of the site as a residential development will be more sustainable in terms of transport when compared to the current school land use at the site, with future residents will make more use of sustainable transport options available.

Existing Sustainable Transport Provision and Availability

The Red Lion Public House bus stops are located a circa 170/260m walk from the site, with pedestrian access for residents proposed to be granted via an existing pathway that already crosses the applicant's land (meeting School Lane on its eastern side opposite Church Lane). This route reduces the distance that residents would need to walk on School Lane, however once out of the site, footway provision on the western side of School Lane is available.

The eastbound School Lane bus stop offers a shelter, however currently residents would need to walk on an existing grass verge to access this stop as no formalised footway is present. In contrast, the westbound School Lane stop currently only offers a bus flag, although a public bench is present just behind.

The bus stops offer access to the 88 bus route (timetable attached) that runs east/west between Luton and Hitchin, allowing for Hitching Train station to be reached in a 26-minute bus journey, while Luton train station is accessible via a 42-minute bus ride. Subsequently, both Luton and Hitching Train Stations offer direct access south into London St Pancras via a 36-minute and 33-minute direct trains respectively; Cambridge can also be accessing via a 40-minute direct train journey from Hitchin.

There is also another (permissive) footpath present on the site which commences at the St Albans Highway access, running across the site, joining with the access at School Lane. This would offer future residents' safe access from the north eastern portion of the site, to School Lane in the west, while also avoiding a blind bend present in the local highway layout to the south.

Recreational Cycle Route 16 runs through Preston, offering an unbroken connection from the site to the southern side of Hitchin (depicted in the below screenshot). The southern expanse of Hitchin can therefore be reached in a circa 25-minute (5.5km) cycle. Also of note is the Chiltern Way circular walking route, which also passes through Preston, offering pedestrian access to nearby villages such as Whitwell, Poynders End, St Paul's Walden and Great Offley.

The facilities at Preston village include a public house/restaurant, children's nursery, children's primary school, a church, playground, and cricket club. Other nearby villages all within a 3km/15-minute cycle from the site offer access to convenience stores, post offices, restaurants, a hairdresser, and village halls. Therefore, it is possible that future residents could access some everyday services without the need to rely on a personal vehicle for all journeys.

Further afield, future residents would be able to access the southern side of Hitchin within a 25-minute cycle from the site; as well as the western expanse of Stevenage via a circa 30-minute cycle, located in the east. This offers access to an even wider range of services and leisure opportunities for residents. Stevenage can be accessed using a rich network of PROWs as depicted below:

The proposed development will engender a significant decrease in vehicle trips in both the AM and PM peak periods, as well as leading to a larger percentage of trips making use of nearby sustainable transport options. Future residents have the opportunity to combine sustainable modes of transport either by utilising nearby bus and rail provision, or by cycling and walking to services and employment opportunities. Within a 15-minute cycle from the site, future residents can access a good level of everyday services, meaning the daily use of a personal vehicle is not essential. It is worth endorsing that the proposals include restoring and bringing back into viable use an important and significant heritage asset, in conjunction with and with support from Historic England.

It is also worth mentioning at this point that a Working Group has been established in the village to progress a project for a new community shop, café and allotments, under the 'Community Right to Build' legislation and this is proposed to be constructed in a field directly opposite the Temple Dinsley site entrance on School Lane. As such, the residents of the proposed development would be within a short walking distance of this essential/ key service and facility (with easier walking and cycle access compared to the rest of the village).

Could you please provide your initial opinion of this site as a residential use at this early stage and in particular with reference to LTP4 and whether HCC would support the use from a transport perspective.

Highway comments:

The applicant is seeking pre-app advice from the HA for the proposed development which involves restoring and redeveloping the site and buildings to provide private residential accommodation.

The proposed car parking provision and layout is the responsibility of the LPA to determine the level and suitability of the car parking proposals, however, it is essential that it is operated in efficient and safe manner to minimise the impact on the local highway network which is the responsibility of the HCC HA.

The site will be redeveloped into a total of 66 apartments/houses within the Temple Dinsley grounds. It is proposed that the main building and teaching block (4,656 sqm), and barn 1 (216 sqm) will be converted into homes 46 (**44**). There is also scope to remove approximately 2,775sqm of existing school building facilities and convert this into 20 (**22**) houses.

It should be noted there is a minor discrepancy between the description figures of residential units and those listed in the email dated 27 Sept 2023 submitted as part of the pre-app documents and highlighted in **bold** above.

Notwithstanding, given the TRICS data and college/school data, the HA would acknowledge that the proposals would generate significantly less all mode trips than if the college/school was still in operation.

However, the college/school operation is now closed generating zero trips, whilst the site retains the lawful use to open however this can happen at any time from now or in 5 years or 10 years etc., the current application is being considered and assessed under current policies, change of land use (no school) and site specific conditions which would include committed developments, if any, and not on what may or may not happen. Therefore, any transport assessment should be based on the developments impact relative to existing highway conditions and not on past uses/generation.

It is likely that the proposed developments impact given the TRICS data is not expected to have a significant detrimental impact on the operation and efficiency of the local highway network, however this will need to be robustly substantiated in a Transport Assessment.

The main concern the HA has relates to the highway safety of pedestrians resulting from the change of use.

With planning applications, the planning process seeks/provides the opportunity to improve conditions for both development and highway safety by applying current higher standards of policies, design, accessibility, and safety to new developments, and not to retain and/or continue with past obsolete standards.

Developments should adhere to current higher standards of accessibility as outlined in both local and national policies, guidance's, and regulations.

Cycling and walking are a key part of HCC/NPPF plans, the HA expects sites to be permeable from all feasible directions for pedestrians and cyclists, requiring provision of safe footways to these points, which is one of the key issues identified in HCC/NPPF to encourage active sustainable transport choices.

All 3 roads, School Lane, Preston Road and St Albans Hwy have speed limits of 60mph, except for the western section of School Lane continuing for approx. 100m along Hitchin Road where the speed limits are 30mph. Footways only exist along the western section of School Lane, no footways exist along Preston Road and St Albans Hwy. It should also be noted that the footways along School Lane have not got street lighting.

All the three roads border the site, therefore, there is scope for the proposed development to provide the required footways along its site's frontage with the public highway in the interests of highway safety to ensure vulnerable users have access to safe facilities that encourage active travel and ensure the site is accessible for all vulnerable users.

The lack of footway (including internal access roads) means residents would have to either walk along an unlit and extensively very long carriageways that have a 60mph speed limit, or along narrow footways that are unlit, giving rise to conditions contrary with and prejudicial to the safety of all road users especially for people with mobility issues, thereby the residents will be predominantly reliant on vehicle trips. Housing should be delivered in the most sustainable locations where connectivity is maximised, the need to travel by car is minimised, and safe and direct walking and cycling routes are provided.

Policies encourage active travel, which is about 'living locally' and giving people the ability to access most of their needs within an easy walk or cycle from their home, with safe access to cycling and local public transport options.

Walking or cycling to and from the site would therefore be neither particularly appealing nor safe. This is likely to discourage occupiers of the proposed dwelling from walking and cycling to local services, also the site is not served by public transport and so no public transport options exist for occupants of the site that could easily access. Accordingly, the development cannot be described as well served by public transport, walking, and cycling opportunities, and the site's situation is not conducive to accessing the development and surrounding area except predominantly by private car.

The limited alternative transport options available mean that occupiers of the proposed development would be likely to be highly reliant on one mode of transport, the private car, for a significant majority of their journeys and to serve their daily needs. Consequently, although vehicle movements would only be associated with 1 unit of accommodation in this instance and may therefore not be particularly significant, the site and appeal of the proposal cannot reasonably be described as sustainable in relation to accessibility considerations.

With the lack of realistic transport alternatives and occupants of the development thus having little choice other than to rely on driving to and from the site, neither could the development be regarded as promoting sustainable transport choices and having no adverse environmental impact.

There are several Public Rights of Way (PRoW) located within vicinity of the site.

The TA will also be required to properly review the existing highway infrastructure to identify whether any deficiencies that create barriers to vulnerable road users currently exist, propose measures to rectify such barriers along key desire lines and improve linkages e.g. dropped kerbs at junctions, incorporating public rights of way within the site and linking to existing and potential future connections, etc. Both the HCC's Transport Strategy, Public Rights of Way, and national planning policy advocate improved linkages between existing routes to the neighbouring areas and open spaces, with better accessible cycling/walking multi-user networks.

Consequently, an audit is required between the site (including internal roads) and key destinations to ensure there are no barriers or obstructions for vulnerable road users to access the adjacent facilities such as the local bus stops. Such an audit should include a route map for example toward all primary destinations, highlight any barriers that are proposed to be mitigated to encourage use of more sustainable modes of transport, and or improve access to users such as the visually and mobility impaired. Any issues should be picked up in a highway audit, with suitable mitigation being proposed to cater for the additional demand created by the proposed development (dropped kerb/tactile paving, etc).

The HA expects all proposed developments of this scale to develop new plans and improved nonvehicle routes to mitigate the impacts of the development. This is an integral and essential part of all new sustainable developments.

Also, it is Hertfordshire County Councils policy to seek a planning obligation in respect of Sustainable Transport including for all developments. The revised NPPF -July 2021 promotes accessibility by sustainable means including bus, cycling, and walking, and the provisions of S106 of the Town and Country Planning Act-1990 allows that planning obligations, governed by the guidance within CIL Regulations may be used to mitigate the impact of development. On 22 June 2021, HCC adopted a new toolkit to seek planning obligations towards sustainable transport. Full details on HCC's policy towards planning obligations may be found at the following web address

<https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/who-we-are-and-what-we-do/property/planning-obligations-guidance.aspx#developercontributions>.

Based on the above, the county council will actively seek planning obligations which will improve sustainable transport facilities and services for passenger transport users who are using the development and generally for those users in the surrounding area. In addition to the strand 1 highway works outlined above, wider necessary / strand 2 highway measures are required. The headline figure as stated in our Toolkit is £6826 per dwelling (i.e., the average amount each new dwelling across the county needs to pay in order for the necessary new infrastructure to be delivered). Multiply this by 66 dwellings = £450,516.

Given that it is a change of use ensure that parking provision in new developments provides facilities for electric charging of vehicles including visitor parking, as well as shared mobility solutions.

A Construction Traffic Management Plan (CTMP) should be developed in accordance with the HCC CTMP template.

<https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.hertfordshire.gov.uk%2Fmedia-library%2Fdocuments%2Fhighways%2Fdevelopment-management%2Fconstruction-management-plan-template.docx&wdOrigin=BROWSELINK>

A S278 agreement with HCC will be applied for, if planning permission is granted, and once the detailed construction design is completed. This too will need to be accompanied by a Stage One Safety Audit, as required by the Highways Authority.

Forward visibility splays should be commensurate with the speed limit at all vehicle access points, this needs to be verified in any submission. These distances form a triangular visibility splay, within which, there shall be no obstruction to visibility between 0.6m and 2.0 metres above the footway level.

The associated road works as part of the development will be required to be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide.

The above response sets out the views of the HCC HA team from the information available at the time of the enquiry and does not represent the Highway Authority's formal response to any subsequent formal application. It assumes that the applicant has the necessary ownership of rights over the land required to implement the proposed scheme.

The applicant will be required to provide all dimensions clearly annotated on any deposited plans which will form the basis of the approved plan on the various aspects of the proposed vehicle accesses layout, forward splay sight lines, etc.

The Highway Authority reserves the right to assess a future application/extend the assessment scope on its own qualities and request further information. These comments are given on a without prejudice basis, that do not commit the HA to any position, action, recommendation, or decision. If required opinions may change depending on the access strategy, outcome of interim appraisals and the results of the iterative transport statement process.

Signed

Senober Khan

30 October 2023



Mark Youngman
Highways Strategy & Implementation Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

District ref: N/A
HCC ref: NH/18376/2023
HCC received: 28 September 2023
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Temple Dinsley, Preston, Hitchin, Hertfordshire SG4 7RT

Application type

Pre-Application

Proposal

The project involves restoring and redeveloping the site and buildings to provide private residential accommodation, including elements of demolition, new construction, and landscaping. At this early stage, the initial proposals suggest that the site will be redeveloped into a total of 66 apartments/houses within the Temple Dinsley grounds. It is proposed that the main building and teaching block (4,656 sqm), and barn 1 (216 sqm) will be converted into homes 46. There is also scope to remove approximately 2,775sqm of existing school building facilities and convert this into 20 houses

Highways comments:

In response to the HA's comments dated 30 October 2023, the applicant has submitted a Highways Pre-Application Note dated 13 May 2024, which has been reproduced in brief below, followed by the HA's comments which are in **bold**.

Brief Description of Proposed Development by the applicant:

This Highways Pre-Application Note has been prepared to inform Highways pre-application discussions with Hertfordshire County Council (HCC) regarding the proposed redevelopment of the former Princess Helena College boarding school.

Highways Pre-Application advice has already been sort from the county although it was thought to be beneficial to request this service again as the proposals have developed further since November 2023, when HCC were originally consulted.

The site comprises a main teaching block measuring 4,656sqm, existing school building facilities (2,775sqm) and an associated barn (216sqm). The site is bordered by undeveloped land to the east, with Preston Road, School Lane and St Albans Highway in all other directions.

The main vehicular site access is an existing driveway which joins the eastern side of School Lane within the south-west of the site; a secondary access point is located at the site's eastern border and connects to the western side of St Albans Highway.

The site is proposed to be redeveloped into a residential scheme comprising 69 apartment/houses. It is proposed that the main building, teaching block and barn will be converted into 45 units. There is also scope to convert existing outbuildings into 2 dwellings, with 24 'new build' houses also provided within the school grounds.

Main site admittance will be maintained from School Lane via the existing driveway, although this will be converted to a one-way route, ensuring that all vehicles egress the site via the existing access with St Albans Highway.

1. Accessibility

Main pedestrian access for residents is proposed to be granted via an existing pathway that already crosses the applicant's land in a westward direction (meeting School Lane on its eastern side opposite Church Lane); from here, the main residential building is a circa 160m walk/cycle from the centre of Preston village. The facilities within the village include a public house/restaurant, children's nursery, children's primary school, a church, playground, and cricket club.

Other nearby villages, all within a 3km/15-minute cycle from the site, offer access to convenience stores, post offices, restaurants, a hairdresser, and village halls. Therefore, it is possible that future residents could access some everyday services without the need to rely on a personal vehicle. Stevenage can be accessed using a network of PROWs.

In addition, there is also a (permissive) footpath present on the site which commences at the main vehicular site access at School Lane, running across the site, joining back with School Lane in the east, where it meets St Albans Highway. This would offer future residents' safe access from the western portion of the site to St Albans Highway in the east, while also avoiding a blind bend present in the local highway layout.

Recreational Cycle Route 16 runs through Preston, offering an unbroken connection from the site to the southern side of Hitchin. Also of note is the Chiltern Way circular walking route, which passes through Preston, offering pedestrian access to nearby villages such as Whitwell, Poynders End, St Paul's Walden and Great Offley.

A new secondary access is also proposed, located to the west of the main buildings, offering a separate vehicle-free access for pedestrians and cyclists into the site and direct connection to the centre of Preston village, this route makes use of existing footways. Internal footway connections will extend to each respective residential block unit and throughout the two main parking areas via dedicated walkways and landscaped areas.

Further, a new internal footway is also proposed, linking the Dower House development, located to the north of the site, to the new vehicle-free access at School Lane. The path is proposed to run close to and in line with the existing northwestern boundary of the site. This route will allow residents of the Dower House to safely access the centre of Preston village.

Acknowledged

2. Public transport:

The possibility of providing a HertsLynx Bus service within Preston village and the new development is also being explored, with liaisons currently taking place with Hertfordshire's Demand Responsive/Community Transport Project Officer. This is in the early stages, although it is hoped that permanent and/or virtual bus stops could be provided in the village to support future services. Are HCC Highways able to advise on this and oversee liaison?

The HA would support any initiatives to improve public transport/sustainable forms of transport which would also benefit village occupants. The HA would also support use of the utilisation of toolkit contributions towards improving these services.

3. Highway Safety:

The Crashmap website has been used to assess the safety record at the site's vehicular accesses for the most recent five-year period available (2018-2022 inclusive).

No collisions are identified as having occurred within 150m of any vehicular or pedestrian access.

Due to the distance of the above collisions from the proposed site accesses, moreover, given a decrease in movements associated with the redevelopment, as is discussed below, highway safety is not considered to be a notable concern for the proposals.

Acknowledged, however pedestrian accessibility and safety due to the lack of footways around the site is still of concern.

4. Development Proposals

The proposal comprises the redevelopment of the boarding school within the Temple Dinsley estate to a residential scheme. This will comprise 45 apartments, formed of 14 x one-bedroom, 24 x two-bedroom and 7 x three-bedroom units.; as well as 24 houses.

Refuse collection will be undertaken from within the site by the district's waste collection services.

Refuse vehicle can enter and egress from the site in a forward gear, also showing where the refuse vehicle will wait within the site will waste is transferred into the vehicle. The refuse swept path analysis drawing highlights a variety of different ways in which the refuse vehicle can access the site from School Lane, including from the north, south and Crunnells Green.

The layout does not allow for a fire tender to get within 45m of all points within the development, with limited access achievable to the north. This is currently being rectified and access by a fire tender will be achievable when a full planning application is submitted.

Acknowledged

5. Proposed Parking Provision:

The proposal will provide a total of 127 parking spaces, including 94 allocated spaces for residents and 33 unallocated spaces for visitors.

The responsibility of the LPA

6. Proposed Off-Site Improvements

In the initial Highways Pre-App with HCC, it was stated that there was scope to provide off-site improvements within Preston village to enhance sustainable travel options for future residents of the site. Subsequently, land ownership queries were made to identify what parts of the village could facilitate improvements, with a requested pedestrian and cycling audit also completed around Preston.

The land ownership enquiry identified that most carriageway verge spaces within the village were classified as 'Village Green' land, with further searches confirming that this land is owned by Preston

Parish Council. Hertfordshire's Commons Enquiries Team Highlighted that this land could not be simply amended stating the following:

"The registration of land as a town or village green makes it extremely difficult for anyone, even the landowner, to undertake works or make any changes. Technically it is not possible to do anything which would interfere with the local inhabitants use or enjoyment of a village green, this includes encroachment, fencing, grazing, or erecting any structures, unless it is for the better enjoyment of the green. Unlike section 38 of the Commons Act 2006, which applies in relation to common land, there is no way of obtaining consent to carry out works or install structures on a village green. Legally, village greens are protected by two Victorian Statutes, the 1857 Inclosure Act, and the 1876 Commons Act."

As such, discussions took place with members of Preston Parish Council to gauge what off-site highway improvements the members and residents of the village would be willing to accept. The Parish Council confirmed that they would only approve the extension of the proposed pedestrian route (meeting School Lane on its eastern side opposite Church Lane), extending a footway to the carriageway edge of School Lane. This footway extension is depicted in the drawing contained at Appendix H.

The constraints imposed by the land status have therefore curtailed the potential for far reaching off site sustainable improvements which is of course outside of the developers control and that of Hertfordshire Highways.

Other strategic partners provide their comments to the LPA, the HA a statutory authority, provides its own comments to the LPA.

The role of the Highway Authority in planning applications is crucial for ensuring safe and efficient transportation infrastructure by provisioning safe and accessible facilities for sustainable transport users either within and/or outside the development depending on the size and layout by planning for existing and future users.

Concerning the footway provision around the site's boundary with the public highway, the planning process provides the opportunity to plan/improve conditions for existing and future demands, in particular pedestrians with greater emphasis being placed on their safety and accessibility. These aims are supported by both local and national policies and footway provision is an essential factor in encouraging or hindering walking, providing appropriate footways is important as they encourage walking/active travel, giving people the ability to access most of their needs within an easy walk or cycle from their home, with safe access to cycling and local public transport options. Furthermore, ensuring safe routes for people using wheelchairs, mobility scooters, prams, or pushchairs.

Providing the right conditions such as footways as stated by the HA, will help residential and business developments to succeed and grow, and which will also help facilitate new developments around the footway network.

A Stage 1 Road Safety Audit (RSA) will need to be submitted as part of the application with particular attention to pedestrian and cyclist routes and safety. The audit is required between the site (including internal roads) and key destinations to ensure there are no barriers or obstructions for vulnerable road users to access the adjacent facilities such as the local bus stops. Such an audit should include a route map for example toward all primary destinations, highlight any barriers that are proposed to be mitigated to encourage use of more sustainable modes of transport, and or improve access to users such as the visually and mobility

impaired. Any issues should be picked up in a highway audit, with suitable mitigation being proposed to cater for the additional demand created by the proposed development (dropped kerb/tactile paving, etc).

The toolkit contribution can be used for improvements sought by the HA such as for footways, crossings, etc.

7. Trip Generation – Existing School Use

Within HCC's first Pre-Application response, the reviewing officer stated that any future transport assessment of the site should be based on the development's impact relative to existing highway conditions (considering the school is currently shut and is therefore generating no trips), and not on past uses/generation. This section of the Pre-Application response is outlined below:

"The college/school operation is now closed generating zero trips, whilst the site retains the lawful use to open however this can happen at any time from now or in 5 years or 10 years etc., the current application is being considered and assessed under current policies, change of land use (no school) and site specific conditions which would include committed developments, if any, and not on what may or may not happen. Therefore, any transport assessment should be based on the developments impact relative to existing highway conditions and not on past uses/generation."

EAS disagree with this view as theoretically the site could be reopened as a school in September, generating trips once again, without the need for the landowner to pursue a formal planning application. As such, the existing trip generation scenario has been estimated based on the school land use.

A lawful fall-back position is well and long established in planning caselaw, as a material planning consideration. Current case law holds that 'the prospect of the fall-back position does not have to be probable or even have a high chance of occurring; it has to be only more than a merely theoretical prospect'. The acceptability and material impact of a fallback position was confirmed in *Mansell v Tonbridge and Malling Borough Council* ([2016] EWHC 2832 (Admin)), where Mr Justice Garnham confirmed that 'appropriate regard must be had to material planning considerations including the permitted development fallback position'.

As noted, the lawful use of the site at Temple Dinsley is a Private Boarding School and this serves as the established fall-back position in this instance, thus, to make this position a material consideration and a reasonable baseline upon which to compare the proposals (in terms of vehicle movements and trip generation).

Subsequently, totalling the above, it is estimated that the school generated roughly 317 vehicle movements in each of the AM and PM peak periods, with close to 700 vehicle movements throughout the course of a day.

It can be seen above that the proposed 24 houses could be expected to generate 15 and 14 vehicle movements in each of the respective AM and PM network peak hours, as well as 114 total vehicles throughout the course of a day.

It can be seen above that the proposals would be expected to result in a significant decrease in vehicle movements during both the network peak hours, as well as through the course of the day. It is therefore concluded that there is no need for any junction modelling or other capacity assessment associated with the proposal.

As well as the proposals engendering a significant reduction in trips when compared to the existing lawful use, the difference in habits of site occupants also needs to be considered. Future residents

of the site would be far more likely to use the local bus routes to access nearby services and employment opportunities located within Stevenage, Hitchin or Luton when compared to former school students and staff. The future use of the site as a residential development could be considered more sustainable in terms of transport when compared to the current school land use, with future residents having the potential to make more use of sustainable transport options.

Acknowledged

8. Section 106 Contribution

It would also be useful if the Highway Authority can further elaborate on the Section 106 contributions that were outlined within their original Highways Pre-App response.

Within this response it was stated that a contribution of £6,826 per dwelling would be expected, however it is felt that this is not reasonable or proportionate when compared to the proposed development, especially when considering that the proposals will lead to a significant decrease in vehicle trips routing on the local highway network.

It is noted that the proposed development is likely to engender a greater use in public transport provision and therefore it is deemed more appropriate to request contribution towards local bus service provisions, as opposed to a blanket payment per dwelling. Is this something that can be reconsidered and discussed with the Highway Authority further?

As previously stated, Hertfordshire County Councils policy to seek a planning obligation in respect of Sustainable Transport including for all developments. However, as stated in points 2 and 6 above, the toolkit contribution can be used for improvements sought by the HA and any identified by the safety audit.

In conclusion, the above highways comments should be read as response to the applicants Highways pre-application note, and as an addition to the previous comments provided by the HA dated 30 October 2023.

The Highway Authority reserves the right to assess a future application/extend the assessment scope on its own qualities and request further information. These comments are given on a without prejudice basis, that do not commit the HA to any position, action, recommendation, or decision. If required opinions may change depending on the access strategy, outcome of interim appraisals and the results of the iterative transport statement process.

Signed

Senober Khan

21 May 2024

Appendix: D - NHDC Planning Response

PPA Project Inception Meeting –Wednesday 27th March 2024

Temple Dinsley, School Lane Preston, Herts

LPA PPA reference: TBC

2.0 Design Proposals Review

2.1 Site Strategy, Car Parking, Cycles and Stores

Agreed points of action -

- Parking numbers – PB agreed that the reduced standards are set out in presentation appear to be reasonable. SD has agreed with this approach.
- Initial landscape assessment – this was welcome and helped understand the key viewpoints within the site/grounds to inform potential parking solutions.
- Hardstanding analysis – this was helpful. It would be useful if an extra column can be added to the table to identify the impact of each of the hardstanding areas presently have on the existing setting of heritage assets.
- Very Special Circumstances – Like for like building replacement (location and scale) would generally be considered not to be inappropriate development within GB. Relocation of volume to alternative location within site (i.e. Harwood) would need to explain heritage benefits from not building in same location (improved pattern, form, scale compared to existing location etc) and also explain what alternative locations were considered and why these were discounted. Covered car parking and stores would be inappropriate development within GB. Very special circumstances will need to be presented and these will probably comprise of a list of different benefits including restoration of garden to main entrance, re-greening of space around replacement buildings, removal of unsympathetic interventions within the main listed building, most appropriate reuse of building, energy improvements to existing building (insulation and heating), energy performance of new buildings, BNG if over minimum 10% and any other benefits. TA and PB to discuss further.
- Proposed site options – NHDC officers agreed that option 6b appeared to offer the most appropriate location and form for the new car parking.
- Stores, covered parking, refuse and services – NHDC officers agreed with general approach form and layout. Proposed wall with gate to link spaces would help define the fields from built edge of site. Consideration should be given to integrating covered car parking and stores into/attached to the proposed perimeter wall.
- Walled enclosure sketch options – as above.

2.2 New Build Houses

Agreed points of action

- Violet amended – increased gap between buildings and revised ridge and roof detailing were welcome improvements.
- Position, size, massing, form or all – with the exception of Templar, the location and form of these new build houses were considered to be acceptable in principle. Further work on Templar required. Points to consider - axis and orientation altered to better reflect adjacent buildings. Also, there is a need to consider levels, topography and how this block might look – an indicative section would be useful in this regard.
- As an alternative to the current illustrative Templar proposal, consideration should be given as to whether these units can be relocated as 'spurs' off of adjacent new build houses.

2.2 New Build One-off Houses in the Summerhouse Plantation

Agreed points of action:

- Sequential analysis – alternative sites for Harwood presented. NHDC officers agree that the current location of this property within the north eastern corner of the plantation is likely to be the most optimal.
- Position and size of Summer and Harwood Houses - The ILA should consider views of both Summer House and Harwood from Preston Road (due north) and from Dower House. Location, form and design of these properties should be carefully considered to minimise impact on the Green Belt and wider landscape.

2.4 Main Building and Teaching Block

Agreed points of action:

- Previously issued proposals – noted.
- View to discuss Landseer (GF West Wing), Piano nobile (FF Old House), Housekeeper (GF East Wing south), Pavilion (West Spur).
- Housekeeper - visited to view floor which indicates this was previously two rooms. Flooring details noted. Further information to be sent direct to TC for consideration with PB copied in.
- Pavilion – further explanation and justification to be provided to TC to consider whether revised interventions to create separate residential unit are acceptable. Further information to be sent direct to TC for consideration with PB copied in.

2.5 Outbuildings (Barn 2 and Pumping Station)

Agreed points of action:

- Previously issued proposals – NHDC officers noted
- View to discuss Tank House and Pump House – ST explained that view of these buildings when entering from South Drive is not obvious and that the aim would be to maintain this by minimising interventions as previously discussed.
- Parking / storage locations – brief explanation by DC to confirm that consideration being given to simplified solutions to minimise visual and setting impacts. NHDC noted.
- ILA to be developed – NHDC officers noted
- Garden Design and boundary treatments – NHDC officers noted

2.6 Historic Gardens and wider landscape

Agreed points of action:

- ILA to be developed - NHDC officers noted.
- Chris Laine return to review – NHDC officers noted.

2.7 Sustainability and Energy Strategy

Agreed points of action:

- Proposals to be issued to NHDC/HE – NHDC officers noted.

8.0 AOB

Agreed points of action:

- Community consultation – the plan is to get close to submission before consulting community with the aim being May / June. NHDC do not have formal template for community engagement.
- Highways – further separate pre-application consultation agreed as beneficial. TA to support consultants preparing the Transport Assessment which should address the issues raised by Herts CC in their initial pre-app response. This should include the lawful planning 'fall back' position. Improved pedestrian connectivity to village will be important (raised already in pre-app response). Consideration should be given to other measures if any could improve the site's connectivity to the village and urban area (see NHDC initial pre-application response).
- Energy and sustainability – if reliant on achieving passivehaus standards then need to agree pre and post information and verification methods. PB to provide guidance on process and supporting information. Integrated solar roof product for consideration - <https://roofit.solar/>
- Vacant Buildings Credit – PB and SDC considered note sent by TA dated 01/03/24. The approach set out appears to be generally acceptable.
- Plans and supporting documents – indicative list received and under consideration by NHDC. Consideration to be given to what matters could be dealt with as conditional matters. Formal response to be provided shortly.
- Different disciplines need to communicate with each other (i.e. landscape and ecology) So that reports and supporting documents say the same thing.
- Herts CC G&IU – schedule of proposed dwellings and number of bedrooms provided to NHDC. SDC to raise this with Herts CC G&IU in internal meeting. Feedback to be provided.
- Independent discussions between NHDC officer and client's team to continue to clarify technical issues and supporting information.
- NHDC officers to continue to copy Historic England into email exchanges.
- Further meeting date (probably on Teams) to be agreed.

Appendix: E - Red Lion Bus Stops Timetable

MONDAYS TO FRIDAYS

from 27th September 2021

Notes:	Sch	NSch				
Luton , Railway, Stn Interchange, Stand 5 ➡	0715	0730	1000	1230	1430	1705
Luton , Church Street, Stop C9	0717	0732	1002	1232	1432	1707
Luton , Park Square, Stop P3	0718	0733	1003	1233	1433	1708
Luton , Wigmore Lane, ASDA	0729	0742	1012	1242	1442	1717
Cockernhoe , Luton Rd, The Green	0734	0746	1016	1246	1446	1721
Tea Green , The Green	0740	0749	1019	1249	1449	1724
Breachwood Grn , Chapel Rd, Oxford Rd	0752	0756	1026	1256	1456	1731
King's Walden , Church Road, opp Church	0759	0803	1033	1303	1503	1738
Preston , Preston Road, opp Red Lion PH	0809	0809	1039	1309	1509	1744
Gosmore , High St, opp Bird in Hand PH	0816	0814	1044	1314	1514	1749
Hitchin , St Mary's Square, Stop L ⬅	0822	0820	1050	1320	1520	1755
Hitchin Railway Station , Stop B ➡	0826					
Hitchin , Fishponds Rd, opp Football Club	0829					
Hitchin , The Priory School, Grounds	0835					

SATURDAYS

from 27th September 2021

Notes:						
Luton , Railway, Stn Interchange, Stand 5 ➡	0800	1000	1230	1500		
Luton , Church Street, Stop C9	0802	1002	1232	1502		
Luton , Park Square, Stop P3	0803	1003	1233	1503		
Luton , Wigmore Lane, ASDA	0812	1012	1242	1512		
Cockernhoe , Luton Rd, The Green	0816	1016	1246	1516		
Tea Green , The Green	0819	1019	1249	1519		
Breachwood Grn , Chapel Rd, Oxford Rd	0826	1026	1256	1526		
King's Walden , Church Road, opp Church	0833	1033	1303	1533		
Preston , Preston Road, opp Red Lion PH	0839	1039	1309	1539		
Gosmore , High St, opp Bird in Hand PH	0844	1044	1314	1544		
Hitchin , St Mary's Square ⬅	0850	1050	1320	1550		

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

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Hitchin – Luton

MONDAYS TO FRIDAYS

from 27th September 2021

Notes:	Sch	NSch
Hitchin , The Priory School, Grounds	1545	
Hitchin , Fishponds Rd, Football Club	1548	
Hitchin Railway Station , Stop A ➡	1552	
Hitchin , St Mary's Square, Stop L ⬅	0900 1100 1330 1600 1600 1800	
Hitchin , Bancroft, Stop G	0902 1102 1332 1602 1602 1802	
Gosmore , High St, Bird in Hand PH	0908 1108 1338 1608 1608 1808	
Preston , Preston Road, Red Lion PH	0913 1113 1343 1613 1613 1813	
King's Walden , Church Road, Church	0919 1119 1349 1619 1619 1819	
Breachwood Grn , Chapel Rd, Oxford Rd	0927 1127 1357 1627 1627 1827	
Tea Green , opp The Green	0934 1134 1404 1634 1634 1834	
Cockernhoe , Luton Road, opp The Green	0937 1137 1407 1637 1637 1837	
Luton , Wigmore Lane, ASDA	0941 1141 1411 1641 1641 1841	
Luton , Church Street, Stop C5	0951 1151 1421 1651 1651 1851	
Luton , Railway Station Interchange ➡	0955 1155 1425 1655 1655 1855	

SATURDAYS

from 27th September 2021

Notes:	Sch	NSch
Hitchin , St Mary's Square, Stop L ⬅	0900 1100 1330 1600	
Hitchin , Bancroft, Stop G	0902 1102 1332 1602	
Gosmore , High St, Bird in Hand PH	0908 1108 1338 1608	
Preston , Preston Road, Red Lion PH	0913 1113 1343 1613	
King's Walden , Church Road, Church	0919 1119 1349 1619	
Breachwood Grn , Chapel Rd, Oxford Rd	0927 1127 1357 1627	
Tea Green , opp The Green	0934 1134 1404 1634	
Cockernhoe , Luton Road, opp The Green	0937 1137 1407 1637	
Luton , Wigmore Lane, ASDA	0941 1141 1411 1641	
Luton , Church Street, Stop C5	0951 1151 1421 1651	
Luton , Railway Station Interchange ➡	0955 1155 1425 1655	

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

OPERATOR: Red Eagle Customer Care 01296 747926

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Appendix: F - HertsLynx Email Correspondence

Callum Turner

From: Michael Jepps [REDACTED]
Sent: 16 May 2024 09:19
To: Callum Turner
Subject: RE: Herts Lynx Service

Hi Callum,

Apologies for the delay getting back to you – I've just come back from leave so catching up with emails. Unfortunately, Preston does fall outside of our operating zone – the area in which we can operate is rather strict so unfortunately this isn't something we'd be able to assist with. If this changes at any point in the future I will be in touch.

Kind regards,

Michael Jepps

Demand Responsive/Community Transport Project Officer | Integrated Transport Unit
Environment & Transport

Hertfordshire County Council

Address: County Hall, Pegs Lane, Hertford, SG13 8DE Postal Point: CHN101.

T: 01992 556820 (Internal: 56820) E: [REDACTED]

M: [REDACTED]



[Our vision](#) is to create a cleaner, greener and healthier Hertfordshire, guided by our RISE values

We improve
Residents' lives

We work with
Integrity

We act
Sustainably

We champion
Equality & fairness

From: Callum Turner [REDACTED]
Sent: Wednesday, May 8, 2024 5:18 PM
To: Michael Jepps [REDACTED]
Subject: Herts Lynx Service

You don't often get email from callum.turner@eastp.co.uk. [Learn why this is important](#)

Good afternoon, Michael,

I hope this email finds you well.

I tried to give you a call earlier today on your mobile but couldn't get through. I was wondering if you are able to advise regarding Herts Lynx bus services in Preston, North Hertfordshire. I currently have a large residential scheme in the works that is not particularly well connected in terms of public transport (one bus stop in the village), and I was wondering how feasible it would be to instal a few permanent/virtual bus stops in the village that could be used by future residents of the scheme. Is this something that can be set up easily and does the developer need to make contributions for this service? I note that on the Hert Lynx website there doesn't appear to be any stops west of Stevenage (where Preston is located) so there may certainly be scope to connect this part of Hertfordshire.

Any other information you are able to provide would be greatly appreciated.

Best regards,

Callum.

Callum Turner

Transport Engineer/Planner

1st Floor Millers House, Roydon Road, Stanstead Abbots SG12 8HN

Tel: 01920 871777

EAS CIVIL ENGINEERING CONSULTANTS



**SPECIALISING IN TRANSPORT PLANNING, HIGHWAY DESIGN, FLOOD RISK AND DRAINAGE
INCORPORATING THE SuDS DESIGN CENTRE**

Please note that I am currently enrolled in a part-time Transport Planning & Management MSc and therefore I am not contactable on Wednesdays.

EAS and The SuDS Design Centre are trading names of EAS Transport Planning Ltd registered 5751442

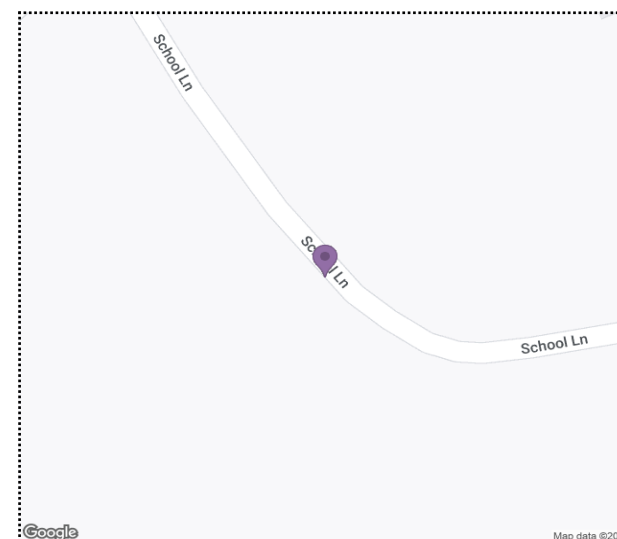
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Appendix: G - Crashmap Reports



Validated Data

Crash Date:	Monday, September 12, 2022	Time of Crash:	17:52:00	Crash Reference:	2022411221091
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	Hertfordshire	Vehicles:	3	OS Grid Reference:	518268 224425
Local Authority:	North Hertfordshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Monday, September 12, 2022

Time of Crash: 17:52:00

Crash Reference: 2022411221091

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Car (excluding private hire)	7	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
3	Good vehicles of unknown weight	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

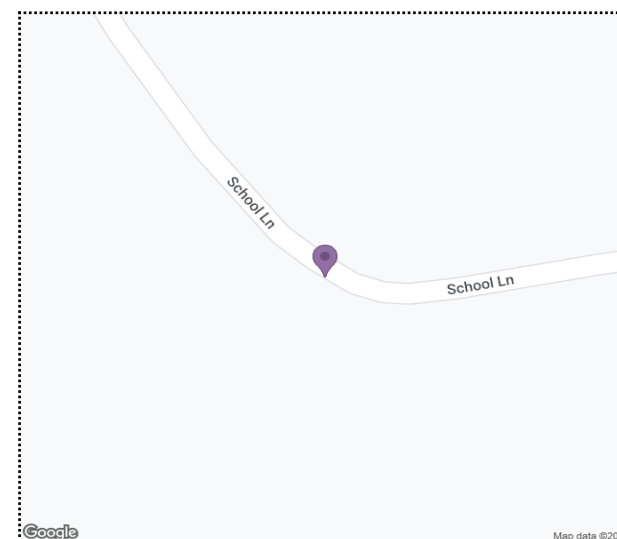
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, November 10, 2022	Time of Crash:	08:20:00	Crash Reference:	2022411250836
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	2
Highway Authority:	Hertfordshire			Vehicles:	2
Local Authority:	North Hertfordshire			OS Grid Reference:	518297 224401
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, November 10, 2022

Time of Crash:

08:20:00

Crash Reference: 2022411250836

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	4	Female	36 - 45	Vehicle is slowing down or stopping	Back	Taking pupil to/from school	None	None

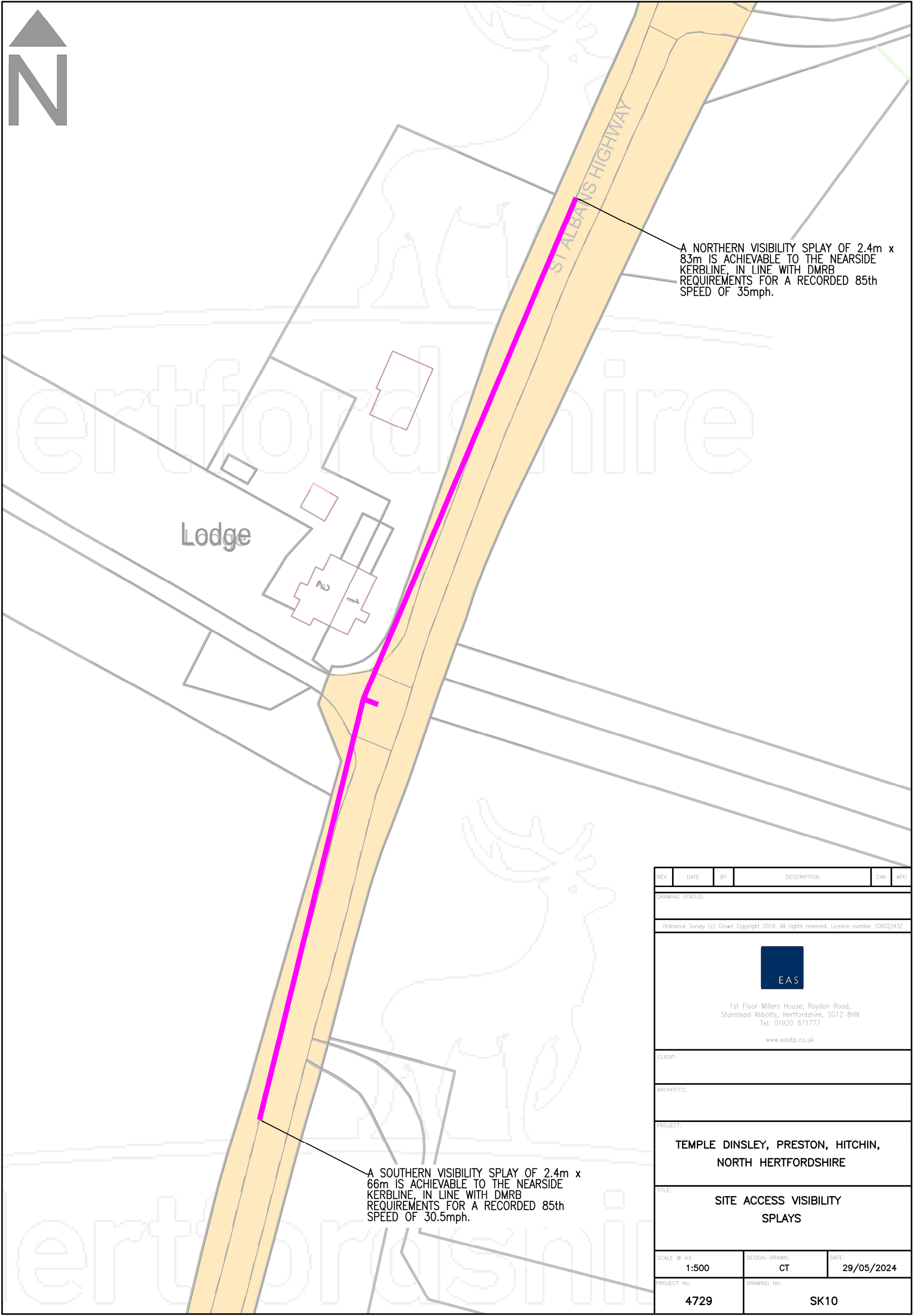
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

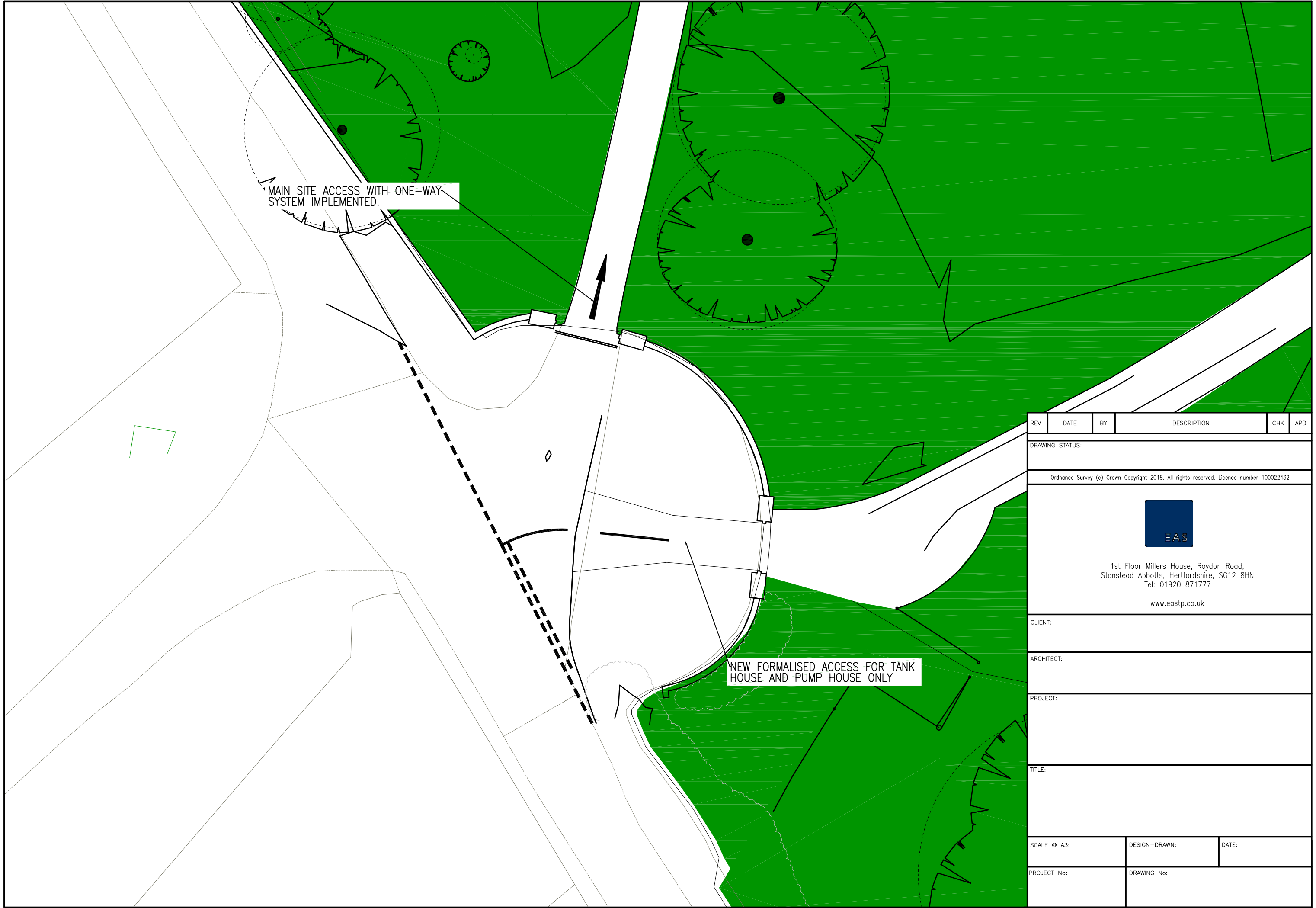
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix: H - St Albans Highway Access Visibility Splays



REV	DATE	BY	DESCRIPTION		CHK	APD
DRAWING STATUS:						
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432						
EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk						
CLIENT:						
ARCHITECT:						
PROJECT: TEMPLE DINSLEY, PRESTON, HITCHIN, NORTH HERTFORDSHIRE						
TITLE: SITE ACCESS VISIBILITY SPLAYS						
SCALE: A3: 1:500			DESIGN-DRAWN: CT		DATE: 29/05/2024	
PROJECT No: 4729			DRAWING No: SK10			

Appendix: I - Tank & Pump House Proposed Access Arrangements



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT:					
TITLE:					
SCALE © A3:		DESIGN—DRAWN:		DATE:	
PROJECT No:		DRAWING No:			