

Netherdown Ltd

Maydencroft Gardens,
Gosmore

Project Reference: 2301-033/BN/01

Briefing Note

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1 Introduction

- 1.1 Transport Planning Associates has been commissioned by Netherdown Ltd to provide transport planning consultancy services in respect of the proposed development at Maydencroft Gardens, Gosmore.
- 1.2 This Briefing Note has been prepared to provide advice to determine the feasibility of the construction of two additional dwellings on the existing site access arrangement.

Planning history

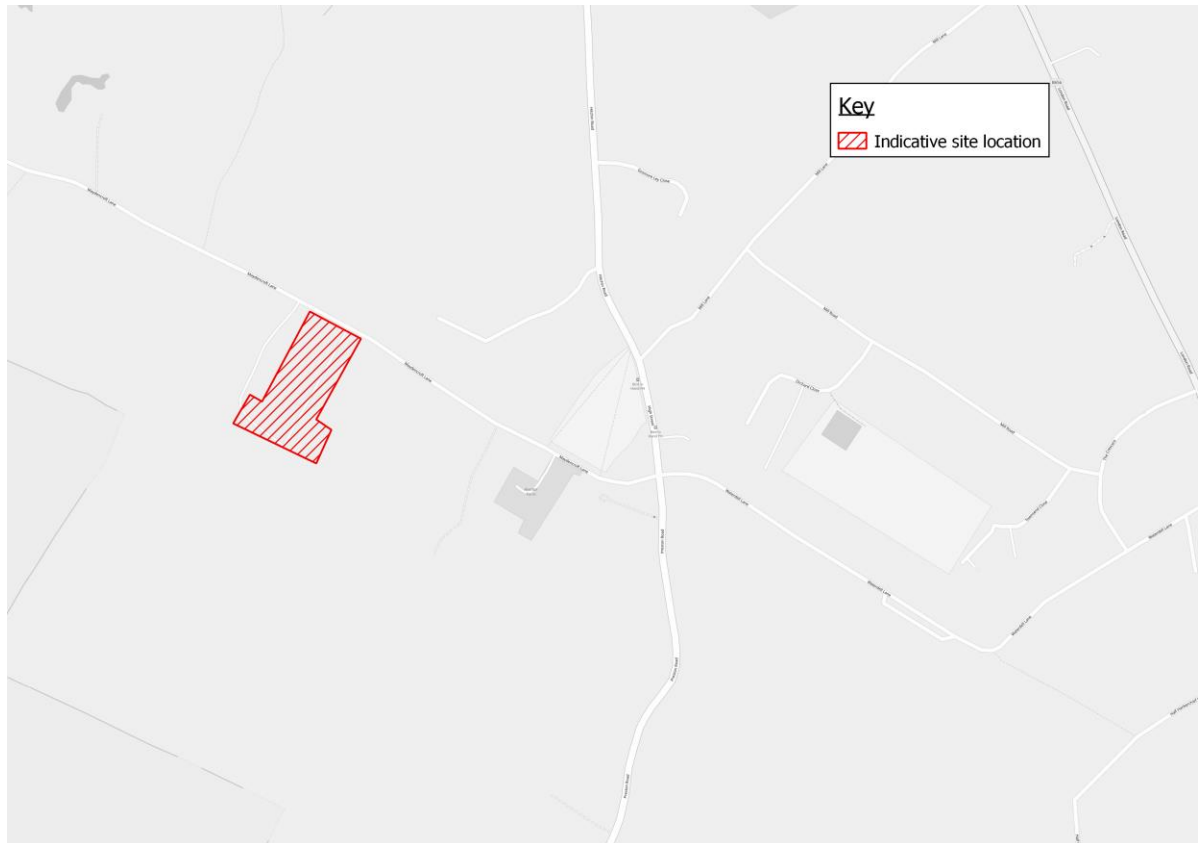
- 1.3 Planning permission was granted in October 2018 (planning ref. 17/02289/1) for the construction of 8 residential dwellings with access to be achieved from a shared access junction along Maydencroft Lane.
- 1.4 Within the submissions for the consented planning application, the Transport Statement (Transport Planning Associates report ref. 1609-12 TS01) was for the proposed development of 10 residential dwellings. Following this submission, a consultation response provided by Hertfordshire County Council raised no objections to the scale of development subject to a number of conditions.

Site location

- 1.5 The site is located at the western extent of Gosmore, bound by Maydencroft Lane to the north and by mature hedgerows and fields to all other site boundaries. Along the site frontage, the speed limit along Maydencroft Lane transitions from 30mph to national speed limit for vehicle exiting the village.

- 1.6 Construction works for the consented 8 residential dwellings on the site (Planning Reference 17/02289/1) have now been completed.
- 1.7 The location of the site is presented in **Figure 1.1**.

Figure 1.1 Site location plan



- 1.8 There are no formal pedestrian facilities provided within the immediate vicinity of the site, however this is typical for a village location such as Gosmore. The provision of local services including two public houses and the local bus stops demonstrates that existing residents along Maydencroft Lane walk along the carriageway to access such facilities.
- 1.9 Maydencroft Lane is a single carriageway road, which in the vicinity of the site is narrow in width that it is likely only one-way working traffic would be expected. The road benefits from a number of informal passing points however should two vehicles meet. The road is not a main through route so is therefore likely to be lightly trafficked, especially during peak periods when the site would generate the majority of vehicle trips.
- 1.10 The local bus stop facilitates access to bus service 88 which operates between Hitchin and Luton. This regular bus service ensures there are viable opportunities available rather than relying solely on private vehicles.

Access Review

- 1.11 The site is currently served via a shared surface access road which benefits from a width of 5.5 metres, with 0.5m service strips located on either side of the carriageway, providing access to a total of 8 residential dwellings.
- 1.12 The S278 legal agreement drawing of the site access arrangement is presented within drawing number 1901-43 101 Rev D, is provided in **Appendix A**.
- 1.13 To understand whether the existing access arrangement may be able to accommodate the additional dwellings proposed, a review has been undertaken of Hertfordshire County Council emerging Place and Movement Planning and Design Guide.
- 1.14 In paragraph 7.2 of Chapter 2 – Planning for Public Realm, it is indicated that Shared Private Drives or Access ways can be provided for developments up to 50 units. These will be unadopted paved areas that may be built to a lower standard than access roads.
- 1.15 The detailed design guidance for driveways is contained in Part 3, Chapter 8 of the Place and Movement Planning and Design Guide. This indicates that Mews cul-de-sacs would be suitable for up to 25 dwellings, which would indicate that the existing access would be suitable to the additional 2 dwellings proposed. Whilst the guidance indicates that the maximum radii of the access should be 4m, it is not considered that the guidance should be applied retrospectively to existing access junctions.
- 1.16 The proposals would increase the total dwelling provision to 10 dwellings across the site, which will be acceptable to be served via the existing shared use street.
- 1.17 The provision of two additional dwellings on the site would not result in a significant increase in traffic movements and the site would not exceed the 100 vehicles per hour. In addition, the existing access road would not be significantly increased in length and a shared street would be appropriate to provide access to both the existing and proposed site operation.

Visibility

- 1.18 To the east of the site access junction, the speed limit will remain as 30mph, therefore in accordance with Manual for Streets, which for a 30mph road are 2.4 metres by 43 metres.

- 1.19 To the north of the access junction, the speed limit increases to national speed limit, which requires visibility splays of 2.4 metres by 215 metres in accordance with the standards outlined within the Design Manual for Roads and Bridges.
- 1.20 The required visibility splays can be achieved in either direction from the site access arrangement and have been presented on the S278 legal agreement drawing for the site access, contained in **Appendix A**.

Summary

- 1.21 A review of the Hertfordshire Design Guide has identified that a shared use street may accommodate a total of 50 residential dwellings and therefore the proposal of two residential dwellings would be acceptable.
- 1.22 The existing access road has been constructed with an appropriate width, with appropriate visibility achievable in either direction from the site access arrangement.

Document Management

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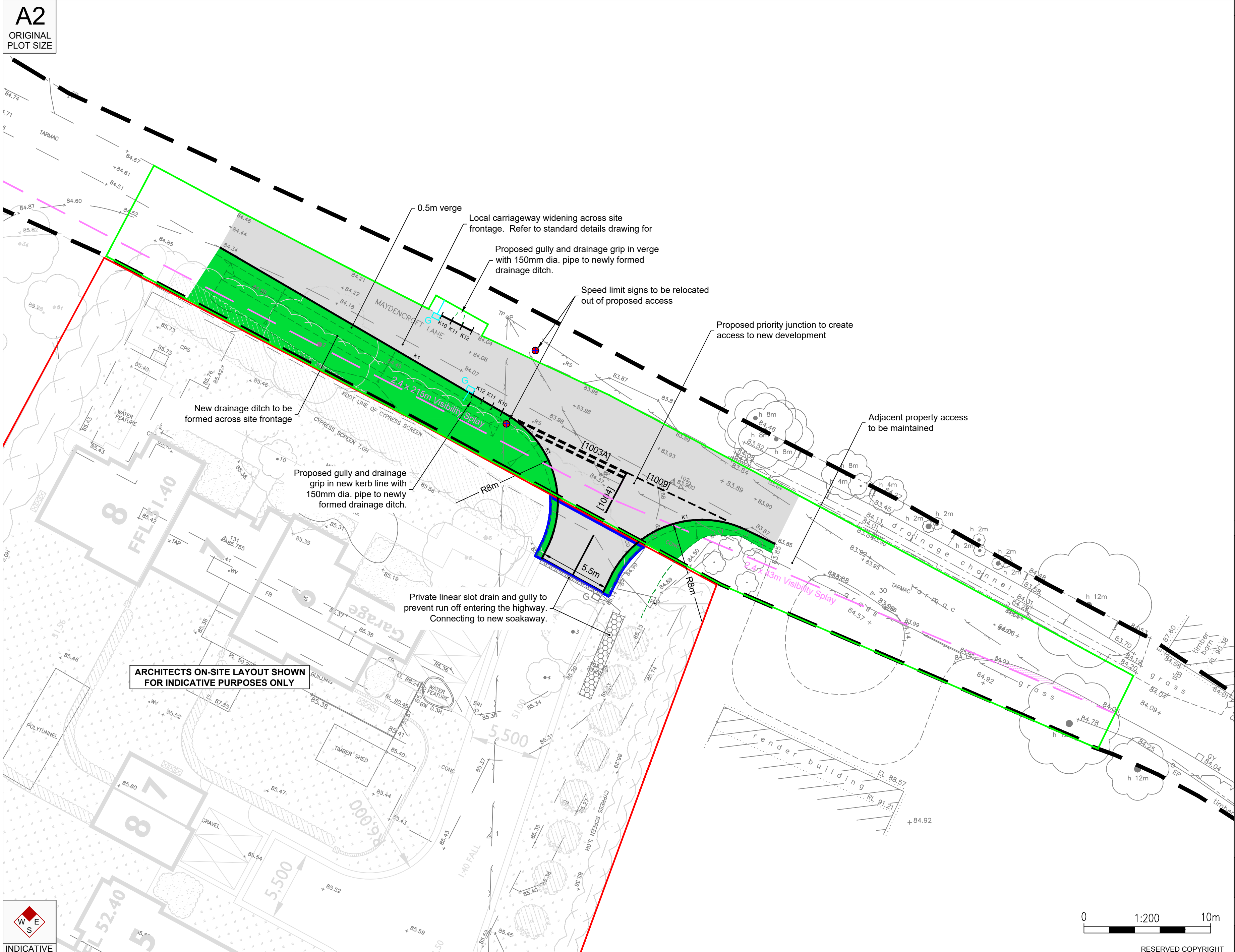
Document Review

	Status	Author	Checker	Approver	Date
01	Draft				
-	Issue	LM	IB	IB	16/01/2024
A	Revision ^a				
B	Revision ^b				

^a
^b

APPENDIX A

A2
ORIGINAL
PLOT SIZE



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Based on Topographical Survey Drawing provided by Terrain Surveys Ltd. drawing no. TS19-042-1.2 & 3

NOTES:

- All dimensions in metres unless otherwise stated. Measurements to all lines are to be centre line. DO NOT SCALE from this drawing.
- TPA cannot be held responsible for the accuracy of the topographical survey.
- Works to be carried out in accordance with Hertfordshire County Council's Highway Design Guide & the Manual of Contract for Highway Works (MCHW). If there is any ambiguity between the Specification and the Drawings, the Contractor shall immediately inform the Engineer.
- All lining diagram numbers refer to the Traffic Signs Regulations & General Directions 2016.
- Traffic signs to be mounted at minimum height of 2.1 metres on footways and 2.4m on cycleways unless otherwise specified. Edge of all street furniture to be a minimum of 450mm from kerb edge.

KEY:

- Adoptable verge
- Adoptable carriageway
- New kerb
- Existing public highway boundary
- Site boundary
- Extent of land to be dedicated
- Extent of S278 works
- Road sign to be relocated
- TSRGD road marking diagram reference
- New gully and 150mm dia. connection to drainage ditch
- Visibility Splay

D	15.11.19	Amendments in accordance HCC comments	RC	RC	RC
C	28.10.19	Amendments in accordance HCC comments	RC	RC	RC
B	29.08.19	Amendments in accordance HCC comments	RC	RC	RC
A	11.04.19	Amendments in accordance with HCC standards	RC	RC	RC

Rev	Date	Details	Drawn by	Checked by	Approved by
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PROJECT:

MAYDENCROFT LANE
GOSMORE
HERTS

TITLE:

S278 LEGAL AGREEMENT
DRAWING

STATUS:

APPROVED

SCALE: 1:200	DATE: 13.02.19	DRAWN: RC	CHECKED: JD	APPROVED: RC
JOB NO: 1901-43	DRAWING NO: 101	REVISION: D		