

**No 1 The Drive, Blackmore End,
Hertfordshire AL4 8LE**

**Proposed Development Comprising
a Single Detached Residential Dwelling**

Access Statement

(Rev 1)

Statement produced by

VALE TRANSPORT PLANNING LTD

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1. INTRODUCTION

- 1.1 Vale Transport Planning has been instructed to prepare an Access Statement to accompany a planning application relating to proposals for development at No 1 The Drive, Blackmore End, Hertfordshire comprising a single detached residential dwelling with access and parking.
- 1.2 This Statement has been prepared to provide information and evidence to demonstrate that the proposed access point from the public highway will be provided in compliance with appropriate standards and best practice, and should therefore be considered to be satisfactory in terms of highway safety.
- 1.3 Matters relating to internal site layout and design, including those of car parking provision, vehicle turning areas, cycle storage and refuse bin collection are referred to but these are addressed in detail separately within the application.
- 1.4 The Statement concludes that a safe and suitable access will be achieved and that the impact of the new access point in highway safety terms will not be severe.
- 1.5 The site has been visited for the purposes of preparing this Access Statement.

2. LOCAL HIGHWAY NETWORK

- 2.1 Blackmore End is a hamlet in the county of Hertfordshire, at the southern boundary of the North Hertfordshire District. It is located approximately three miles north-east of the town of Harpenden and six miles south-east of the major town of Luton.
- 2.2 The County Council undertakes the function of local highway authority while the District Council is the Local Planning Authority. The site is within the civil parish of Kimpton.
- 2.3 The B651 local road runs northwards from Wheathampstead to Kimpton where it links to B652. Kimpton Road leads from a junction with B651 and serves Blackmore End before also linking with B652 in the north. The hamlet of Blackmore End lies to the west side of Kimpton Road.
- 2.4 From the south of Firs Drive, which when travelling northwards is the first local road serving the hamlet, Kimpton Road becomes subject to a 30mph speed limit. Towards the north, The Drive is the last local road that leads off to serve the residential area and the speed limit on Kimpton Road extends for around a further 400 metres northwards.
- 2.5 In the vicinity of The Drive, Kimpton Road has a carriageway width of around 4.8 metres. There are no footways, and grass verges behind intermittent lengths of kerbing flank either side. The verge on the east side is raised in level with uncultivated hedging and some large trees.

- 2.6 The level verge along the west side is about 1.2 metres wide and is enclosed at the rear by a 2 metres high close boarded timber fence that is the eastern boundary of the application site.
- 2.7 There is only limited road lighting at the minor road junctions and there are no centreline or edge carriageway markings. The general characteristics of Kimpton Road and The Drive are indicated in the site photographs attached as Appendix D.
- 2.8 The junction of The Drive with Kimpton Road is formed as a simple give way T-junction with a small radiused bell-mouth. There are no Give Way markings or signage. There is poor visibility from the side road along Kimpton Road, particularly to the north, and convex safety mirrors are mounted above the highway verge opposite the junction to assist with vehicle movements.
- 2.9 The Drive is identified as a private road and is signed as a 'no through road'. It runs westwards for around 100 metres and then turns southwards for another 80 metres. Where the road turns, it links to Lime Avenue which continues westwards for a further 300 metres. The road has the characteristics of a village lane and is entirely residential.
- 2.10 Approximately 80 metres to the south of The Drive, Beech Way forms a junction with Kimpton Road. Kimpton Road is a local bus route and there are 'on-demand' bus stops on either side of the road in this location. The stops each comprise a pole, flag and information case, while the southbound stop is further provided with a shelter that houses a parish information notice board.
- 2.11 One bus service operates six days a week and connects to numerous local villages on its route to Hitchin. Another service is more limited, operating for five days a week, but makes similar connections as it travels to Stevenage. There are good rail service connections at both Hitchin and Stevenage.

3. THE APPLICATION SITE

- 3.1 The application site is broadly rectangular and is formed from the eastern part of the garden curtilage of No 1 The Drive. Hence it has a boundary with The Drive to the north and with Kimpton Road for approximately 60 metres along its eastern side. Both boundaries have close boarded timber fencing. Behind the fencing the site is substantially screened by trees and large shrubs.
- 3.2 No 1 The Drive currently has a gated vehicle access onto The Drive, around 70 metres from the junction with Kimpton Road and it is intended that this will remain. There is also a gated pedestrian access point within the close boarded fencing on Kimpton Road approximately 40 metres to the south of The Drive junction.
- 3.3 A Site Location Plan is attached as Appendix A.

4. THE DEVELOPMENT PROPOSALS

- 4.1 The proposed development comprises the erection of a detached 4 bedroomed dwelling within the new residential curtilage that will be created to the east of the existing house.
- 4.2 A new physical boundary will be formed to separate the site from the remaining garden area.
- 4.3 The dwelling will be served by a new vehicle access to be constructed on Kimpton Road, with a pedestrian access on The Drive. The vehicle access will be located approximately 30 metres to the south of the junction with The Drive. The location has been carefully considered to meet highway safety requirements and to minimise the likelihood of removal of large trees.
- 4.4 To assess whether there are any existing highway safety issues within the vicinity of the proposed access, *Crashmap.co.uk* has been used to determine whether any Personal Injury Collisions (PIC) have occurred on the local highway network within the most recent five years' review period available (2019 – 2023). The section of highway considered is a length of 800 metres of Kimpton Road, extending equally 400 metres to the north and south of the site access point.
- 4.5 The PIC data confirms that there were no PICs on this section of the local highway network during the review period and clearly, therefore, there are no discernible patterns of highway safety concern within the vicinity of the site. It is concluded that there is no existing safety issue on the local highway network that could be exacerbated by the development proposals.
- 4.6 The development access will have a width of not less than 3 metres at the boundary of the property, with 45-degree splays extending to a width of 5 metres at the carriageway edge line. The verge crossover will be surfaced with a permeable asphalt and drainage as required will be installed within the access to ensure that no private surface water is discharged to the highway.
- 4.7 The position and layout of the proposed access are shown on the accompanying Proposed Site Plan, a reduced copy of which is attached as Appendix B.
- 4.8 From the access, visibility splays of 2.4 metres by 43 metres will be created in each direction in compliance with the guidance given in Manual for Streets2. The existing boundary fencing will be removed as required and new fencing will be constructed behind the visibility splay lines. The fencing, which has been selected to match the existing boundary treatment, will also ensure that the visibility splays will remain clear without the need for regular maintenance to cut back hedging.
- 4.9 Details of the visibility splays are also shown on the Proposed Site Plan.
- 4.10 The current pedestrian access onto Kimpton Road will not be re-created, but will be replaced instead by an access onto The Drive.

- 4.11 The vehicle access will lead into a gravelled drive with space for two cars to be parked. This provision meets the minimum standards set out in the Council's Vehicle Parking standards for new residential development.
- 4.12 The drive will also accommodate a suitable vehicle turning area which will ensure that there will be no need for any vehicle to reverse into the site or out onto the highway. From the rear of the turning area there will be a pedestrian gate leading to the rear curtilage of the dwelling.
- 4.13 The proposed pedestrian access on The Drive will facilitate refuse bins to be taken out for kerbside collection. Within the site a secure and sheltered provision will be made for cycle storage.

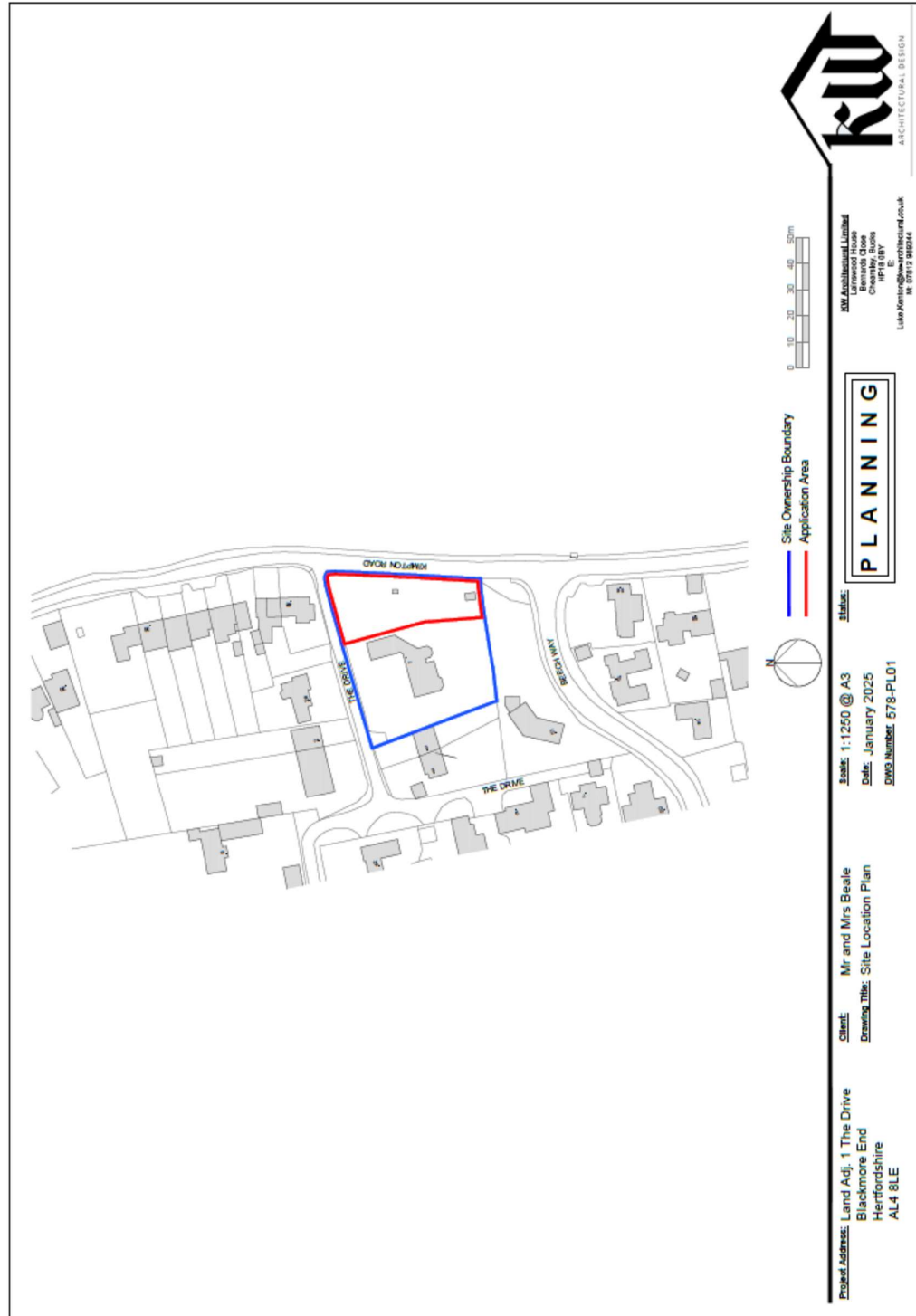
5. SUMMARY AND CONCLUSIONS

- 5.1 This Access Statement has been prepared to support a planning application for a proposed development comprising a single detached residential dwelling.
- 5.2 The access will be formed onto Kimpton Road. Recorded data confirms that no PICs have occurred within the vicinity of the site and the local highway network operates entirely safely.
- 5.3 The access will be laid out and constructed to comply with current standards including visibility splays along Kimpton Road. The property boundary fencing will be relocated to the back of the visibility splays.
- 5.4 Within the site the access will serve two parking spaces and will include a turning area to allow vehicles to enter and leave the site in a forward gear.
- 5.5 The existing pedestrian access will be re-located to The Drive.
- 5.6 Overall, it is considered that the proposals will provide a safe and suitable vehicle access that will be in accordance with standards and best practice. There should be no reason, therefore, for any objection to the proposals on grounds of highway safety or convenience.

Vale Transport Planning Ltd
VTP/LK/black/01 Rev1 - Mar 2025

APPENDIX A

SITE LOCATION PLAN



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APPENDIX C

SITE PHOTOGRAPHS



