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Our Ref: 029/2026/02-DJB - Please quote in all correspondence.

10 May 2026

Dear Jonathan,

**Re: Lower Road, Breachwood Green – Access Location.**

Further to the receipt of pre-application advice from Hertfordshire County Council as Highway Authority, you have asked for our advice regarding one particular comment raised:

*“The site is located directly opposite Orchard Way, where the junction currently operates as a 3-way junction with Lower Road. The proposed new access would convert this into a 4-way junction.*

*The position of the access is not ideal. Our Residential Dropped Kerb policy states:  
The position of the proposed access must be at least 10 metres away from a road junction that is on the left or right. The assessing officer may increase this up to 15m taking into account the highway layout, use and infrastructure in place. A dropped kerb too close to a junction can result in vehicles using the junction coming into conflict with vehicles using the access. The assessing officer’s decision is final.”*

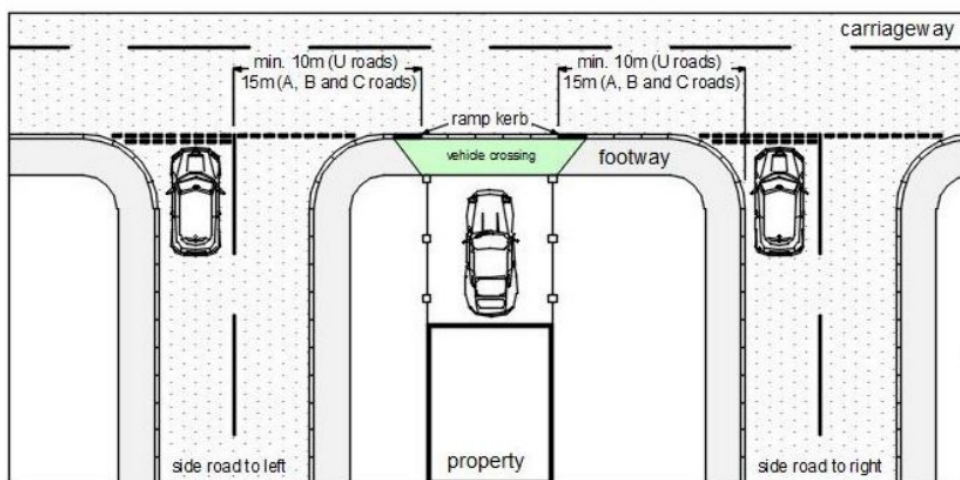
To address the first part of this comment first, we do not agree that the presence of a vehicle access opposite a 3-way priority junction will detrimentally alter the manner in which the existing junction would operate and turn it into a 4-way junction. We would suggest that this access is classed as a “direct access” rather than a “priority junction” if subjected to the definitions within CD123, DMRB. Within this standard, it is noted that “Direct accesses can operate in a similar manner but are not classed as priority junctions”. The number of movements that will utilise this vehicle access will be minimal compared to the use of Lower Road and Orchard Way and therefore the opportunity for conflicting movements in parallel will be low.

In terms of the position of the access and the guidance referenced, our understanding is that this generally applies to accesses which fall on the same side of the road to existing accesses/ junctions. This is guidance which we are aware of but that we do not feel is applicable for accesses which fall on opposite sides of the road. Our understanding is that the reason for this offset is to ensure that each access can safely operate independently of that adjacent. For example, if by coincidence, vehicles from two adjoining properties leave their driveways at the same time, the 10m offset ensures that the vehicles do not respectively block each other’s visibility in one direction completely.

To illustrate our understanding, we have referenced Figure 4 from the Suffolk C.C policy, as similar diagrams are not included within the Hertfordshire C.C guidance, as we believe the expectations of these two Highway Authorities are similar. This diagram shows that the concern is with regard to

accesses/ junctions on the same side of the road as each other, with no reference to accesses on opposite sides of the road.

Figure 4 – Distance to Junctions

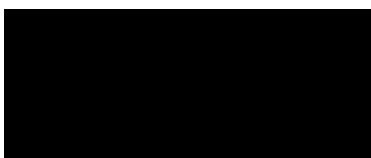


Source: <https://www.suffolk.gov.uk/roads-and-transport/parking/apply-and-pay-for-a-dropped-kerb/dropped-kerb-criteria>

Further to the visibility assessment included under separate cover (GHB Document Ref 029/2026/01/CAG) and the comments above, we believe that the proposed access position, should therefore be seen to conform with local and national guidance and that this will not cause a severe impact to the operation of the Lower Road/ Orchard Way priority junction.

If the Highway Authority wishes to discuss the above further, please do not hesitate to forward my details onto them so that we can seek to address this with them directly.

Yours sincerely



Dan Bloomfield  
For and on behalf of G H Bullard & Associates LLP

