

SoCG Land west of Thieves Lane, Hertford (HERT3 South)
Croudace Homes
August 2017

Appendix E: Email from Hertfordshire County Council (Highways) 31 March 2016

From: Oliver Sowerby [REDACTED]
Sent: 31 March 2016 09:57
To: Richard Kelly
Subject: RE: Site at Thieves Lane - Access Query

Richard,

I have been asked to take a look at your illustrative masterplan with respect to potential access points.

To turn to your principal question, given the length of frontage available on Welwyn Road and Thieves Lane, an appropriate access solution is likely to be feasible, involving a number of points, as appropriate.

I note that Welwyn Road is a classified, secondary distributor road; Thieves Lane South is unclassified. With respect to the former, some examination of vehicle speeds would be required in the context of providing new access points towards the western extent of the site. Welwyn Road has a number of accident records just outside of the urban area.

Considering the site layout in accordance with Manual for Streets principles would be advised, as would consulting our Roads in Hertfordshire document. The latter provides guidance regarding access width dimensions. Visibility splays and achieving the appropriate sight lines are key, and I would advise speed surveys are undertaken at a number of strategic points.

I would envisage the most key pedestrian linkages providing access more to the north of the site, towards Sele Farm which has some existing facilities and amenities; the south of the site is somewhat isolated from Hertford proper. You should of course take account of the existing public Rights of Way.

My main concern for a development of this size, given its position just outside Hertford would be ensuring good pedestrian connectivity (footways on Thieves Lane/Welwyn Road), cycle links and access to public transport.

The Hertford urban area is effectively being extended, so ensuring an appropriate suburban environment is key (with particular respect to vehicular speeds), and ensuring the development does not become largely dependent on private transport.

To turn to the access points you have shown, any of these may be acceptable; you are showing a vehicular access on the Welwyn Road/Thieves Lane roundabout; junction analysis would of course be required in conjunction with improvements in footway links and crossing points.

With respect to confirming whether the site is 'acceptable in principle' I cannot advise 'formally' without much more detail on the highways side being provided. However, I have no doubt that an appropriate access strategy is feasible.

I hope the above is useful.

Oliver

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