

**NORTH HERTFORDSHIRE DISTRICT LOCAL PLAN NO. 2 (DRAFT)
SUPPLEMENTARY GUIDANCE NO. 3**

NORTH HERTFORDSHIRE DISTRICT LOCAL COUNCIL

DEVELOPMENT SERVICES COMMITTEE

Meeting held at Letchworth on 9th January 1992

REPORT

C(v) Access to Hitchin Industrial Areas

1.0 Purpose of Report

To invite Members to endorse a detailed interpretation of the District Local Plan in relation to further development in the Hitchin employment areas and traffic access to those areas.

2.0 Background

2.1 In the Draft District Local Plan No. 2, the Hitchin employment areas HE1 and HE2 are those industrial areas served by Wilbury Way and Cadwell Lane. On pages 58 and 59 of the Local Plan document are set out the priorities for each area, and in both cases it states that "further significant traffic generating development will not be allowed". The reasons for this view are the limited access to the area and the limited capacity of surrounding roads.

3.0 Considerations

3.1 As part of the work in preparation for the Public Local Inquiry into the District Local Plan No. 2, the Director of Engineering & Leisure Services has been investigating the current traffic situation. In particular, traffic flows at the signals at the junction of Grove Road, Woolgrove Road, Wilbury Road and Cadwell Lane have been surveyed, and an overload situation has been shown to exist at peak hours. Quite clearly, the more commercial floorspace brought into these active use in the area, the worse the traffic problems! These problems are multi-faceted, and include queuing, delays, poor residential environments, potential low safety environments, bridge damage and effects upon provision of emergency services.

3.2 There is already potential for the existing situation to become worse, through re-occupation of currently vacant buildings and implementation and subsequent occupation of outstanding planning permissions. In such cases, the Council would be unable to prevent traffic increases. However, no doubt there will be planning applications for development and redevelopment in the area, and obviously the Council does have the opportunity to influence the traffic situation through its decisions on these applications.

3.3 In the light of this situation, my conclusion is that there needs to be an embargo on further development in the area but only where there would be a nett increase of traffic likely to be generated by the development. Thus "significant" as set out in the priorities for these areas would mean a prohibition of any development on undeveloped sites and in redevelopment schemes a resistance of any development which in accordance with the District Local Plan's parking standards would generate more traffic than the existing use of the site.

5.0 Recommendation

That the Committee endorses this interpretation of the phrase, "further significant traffic generating development will not be allowed", as set out in the District Local Plan No.2 in relation to Hitchin employment areas HE1 and HE2, and that Area Planning Sub-Committee No.3 be advised of this Committee's views.

Background Papers: None save already published documents.

MINUTE

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The Director of Planning explained that in the draft District Local Plan No.2, the Hitchin employment areas HE1 and HE2 were those industrial areas served by Wilbury Way and Cadwell Lane. He added that the priority for each area were set out on pages 58 and 59 of the Local Plan document and in both cases it was stated that "further significant traffic generating development would not be allowed". The reasons for this view were the limited access to the area and the limited capacity of surrounding roads. He reported that taking into account the results of an investigation of the current traffic situation in this area by the Director of Engineering & Leisure Services, he considered it necessary for the reasons stated in his report, for an embargo to be imposed on the development. In this context, the word "significant" as set out in the priorities for these areas would mean a prohibition or undeveloped sites and in redevelopment schemes a resistance of any development, which in accordance with the District Local Plan's parking standards would generate more traffic than the existing use of the site.

RESOLVED that the Committee endorse the above interpretation of the phrase "further significant traffic generating development would not be allowed" as set out in the District Local Plan No.2 in relation to Hitchin employment areas HE1 and HE2, and that the Area Planning Sub-Committee No.3 be advised of this Committee's views.