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Sent: 27 July 2012 14:29
To: Planning
Subject: Planning application S6/2012/0719/MA+ S6/2012/0720/CA - 17-23 Church Street

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 1995)

District ref: S6/2012/0719/MA+ S6/2012/0720/CA
HCC ref: WH/165/2012 (Amended)
HCC received: 16/07/2012
Area manager: James Dale
Case officer: Lindsey Lucas

PLANNING
DEPARTMENT
30 JUL 2012
RECEIVED

Location
17-23 Church Street
Hatfield

Application type
Full application

Proposal
Demolition of 17-23 Church Street and garages and erection of 12 dwellings

Amendment
Revised drawings sent

Decision
Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1. Before first occupation of the approved development, the proposed road layout for Church Street and Church Lane as shown in principle on drawing number 837 - 055 F shall be completed in accordance with the approved plans and constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction.

Reason: To ensure that the access is constructed to the current Highway Authority's specification as required by the Local Planning Authority and to comply with those policies of the development plan.

2. Concurrent with the construction of the access, visibility splays of 2.4m x 25m shall be provided and permanently maintained in each direction within which there shall be no obstruction to visibility between 600mm and 2 m above the carriageway level.

Reason: To provide adequate visibility for drivers entering or leaving the site.

3. Prior to first occupation of the development the associated car parking shown on approved plans 837 - 055 F shall be laid out and used for no other purposes. Reason: To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use. 4. Concurrent with the construction parking space 7, visibility splays of 2.4m x 25m shall be provided and permanently maintained in each direction within which there shall be no obstruction to visibility between 600mm and 2 m above the carriageway level.

Reason: To provide adequate visibility for drivers entering or leaving the site.

I recommend inclusion of the following advisory note to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1. To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the public highway. All works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication "Roads in Hertfordshire - Highway Design Guide". Before proceeding with the proposed development, the applicant should contact the Mid West Hertfordshire Highways Area Office at Highways House, 41-45 Broadwater Road, Welwyn Garden City, Herts, AL7 3AX to arrange this.

AN2. Notwithstanding the consent issued under the Town and Country Planning Act, the applicant is advised that it is an offence under the provisions of The Highways Act 1980 to erect or place any structure within the public highway. The development appears to encroach into the public highway in Church Street. The applicant is advised not to commence development until the public highway rights have been stopped up either by application to the Secretary of State under the Town and Country Planning Act or by application to Magistrates Court under Highways Act procedures. Further details on the extent of public highway can be obtained from the Land Charges Section, Postal point CNH 207, Hertfordshire County Council, County Hall, Pegs Lane, Hertford, Hertfordshire SG13 8DN.

AN3. Road deposits. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Reason. To minimise the impact of construction vehicles and to improve the amenity of the local area.

AN4. The applicant is advised that the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the Mid West Hertfordshire Highways Area Office at Highways House, 41-45 Broadwater Road, Welwyn Garden City, Herts. AL7 3AX

COMMENTS:

The application is for the demolition of 17-23 Church Street and garages and erection of 12 dwellings, with 10 of the properties being constructed on Church Lane and Church Street (zone 1) and 2 being constructed in St Audreys car park (zone 2). The proposals include the provision of a footway on Church Lane fronting the new properties and rear parking for 6 vehicles which will be served by a new access from Church Lane. A single car parking space marked as space 7 will be accessed directly from Church Lane. St Audrey car park will be marked out to provide 40 car parking spaces, 3 for the new residences in Church Lane, 3 for the 2 properties in the zone 2 and 36 as a formalisation of the existing parking on the site. A new pedestrian access from the car park will open onto Church lane to provide access to the car park for the Church Lane residents. The LPA will determine whether the level of parking proposed is appropriate for the scale of development. The site is within a residents parking scheme and therefore restrictions already exist to control the impact on the highway.

Church Lane and Church Street are both designated as local access roads and Church Lane consists of a carriageway with no footways. The highway boundary lies beyond the edge of the carriageway along the line of the existing hedge. On Church Street there is a narrow footway however the hedge also appears to be on and dedicated as highway. On street parking occurs along Church Lane along the site frontage.

The latest version of the drawing for zone 1, plan number 837-055 F shows the existing carriageway width being maintained on Church Lane which will allow traffic to flow as it currently does. There will be a need

to amend the existing TRO that controls the on street parking (part of a CPZ) to ensure that the entrance to the new parking forecourt is kept clear and that there is sufficient space for vehicles to turn in and out of this access. The proposed footway on Church Street will vary in width with a minimum of 1.2m. As there is currently no footway on Church Street, the provision of a footway is seen as a benefit as it will separate pedestrians from the parked vehicles. The current highway boundary falls along the middle of this footway with some of the proposed footway being on the public highway and some of land belonging to the applicant. As part of the scheme this footway should either all be dedicated as public highway or the section that is highway stopped up and the footway maintained by Gascoyne Cecil Estates.

A 1.8m footway is to be provided on Church Street which is an improvement on the existing narrow footway. The section of highway behind the proposed edge of footway will need to be stopped up to enable the steps and frontage to the new dwellings to be built. This could be carried out under The Town and Country Planning Act.

Visibility splays of 2.4m x 25m should be provided for the both the access to the parking forecourt on Church Street and parking space 7 at the western end of the site. Car parking space 7 is shown as being constructed adjacent to the close boarded timber fence, which if above 600mm will restrict visibility to the west. Visibility from this parking space could be achieved if the front section of the fence (first metre/two metres) were less than 600mm in height.

Access to zone 2 is via an existing access to the highway.

Lindsey Lucas

Date 27/07/2012

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