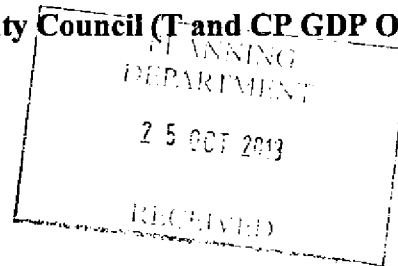


Sukaina Devraj

From: lindsey.lucas@hertfordshire.gov.uk
Sent: 24 October 2013 12:02
To: Planning
Subject: Planning application S6/2013/1916/FP - TESCO EXPRESS 59 Station Road

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

District ref: S6/2013/1916/FP
HCC ref: WH/328/2013 (Amended)
HCC received: 10/10/2013
Area manager: James Dale
Case officer: Lindsey Lucas



Location

TESCO EXPRESS 59 Station Road
Cuffley
EN6 4HX

Application type

Full application

Proposal

Erection of 2x cycle stands and realignment to existing car park

Amendment

'Realignment of existing car park'

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 recommends that permission be refused for the following reasons:

This application is for the erection of 2x cycle stands and realignment to existing car park. The site is located on Station Road Cuffley. Station Road, the B156, is a classified road designated as a secondary distributor road.

Although this application relates to the internal re-arrangement of the parking bays and cycle racks, the Highway Authority is concerned that the re-arrangements of the car parking spaces will make manoeuvring inside the car park very difficult and could result with vehicles having to wait on the highway before entering the site. Currently vehicles can enter and leave the site at the western access and enter at the eastern access. The eastern access also serves the service area and can be blocked by service vehicles. The proposals make the western access an exit only and the eastern access the only entrance. Vehicles will not be able to enter when a service vehicle is on the site and would queue back onto the highway. The plans also show the parking spaces being relocated and the re-arrangement moves the parking spaces further to the west into the current aisle at the western side of the car park. The end space will reduce the aisle width to less than 6m meaning that vehicles will be unable to manoeuvre in and out of the 4 bays in the south western corner of the car park. It will also make it difficult for cars to pass each other at the access. The difficulties in manoeuvring could result in cars having to wait on the highway before being able to enter the car park close to the pedestrian crossing point and affecting the flow of traffic on Station Road. The proposed changes to the car park layout appear to be to enable some spaces to be converted to disabled bays. Although the LPA are the parking authority and will determine the appropriate level of parking, the Highway Authority considers that it would be better to maintain two way access and manoeuvring space

and loss two car parking spaces, rather than to try and fit the spaces in. Alternative parking is available in car parks in the locality and parking restrictions will prevent overspill onto the carriageway.

With regard to the cycle stands, the proposed location will reduce width of the pedestrian access to the rear of the site and the LPA may have a view on this.

Lindsey Lucas

Date 24/10/2013

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