

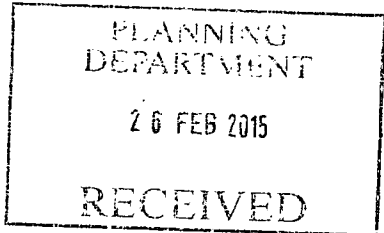
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From: alan.story@hertfordshire.gov.uk
Sent: 26 February 2015 11:18
To: Planning
Subject: Planning application N6/2015/0192/OR - Stonehills House, Stonehills

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

District ref: N6/2015/0192/OR
HCC ref: WH/51/2015
HCC received: 24/02/2015
Area manager: James Dale
Case officer: Alan Story



Location
Stonehills House, Stonehills
Welwyn Garden City

Application type
Full application

Proposal
Change of use from B1 (a) offices to D3 dwelling house providing 8 no X 1 bed flats, 3 no X studio flats and 12 no X 2 bed flats

Decision
Other

Comments

Stonehills House is located in the centre of Welwyn Garden City, bounded to the rear by the Howard Centre, fronts Stonehills one of the main shopping parades in the town centre, and to the side by the public realm plaza approach to the Howard Centre. The site enjoys limited parking to the rear provided by a service yard shared with retail and commercial properties. The application represents a prior approval application and therefore the County Council, as Highway Authority are required to comment on whether the proposals would represent a material increase or change in the character of traffic.

Stonehills is an unclassified road, designated as a local distributor road subject to a speed limit of 30mph, but noted that the frontage of the site is on a section of Stonehills that is a no through road, providing local access to parking / loading only.

The application represents the change of use of class B1 offices to residential, however planning application form nor supporting letter identify the area of B1 use lost through the proposals, but identifies that 23 dwellings (8x 1 bed, 12 x 2 bed and 3 studio apartments) are provided within the proposals. In the absence of details pertaining to the scale of the development I am unable to accurately qualify the overall impact.

It is commonly accepted that a change of use from office to residential results in a reduction in overall vehicle trips associated with the enjoyment of the property, and in particular such trips occurring within the peak hour. The submitted supporting information (356 Architects, dated 28/1/15) suggests that a Transport Statement prepared by Transport Planning Associates is available in support of the application, however I do not have sight of this document.

It is necessary to highlight that proximity to the Howard Centre ensures the development enjoys extremely close proximity to both main local bus interchange facilities as well as to mainline rail services, and also is located within an area enjoying shops / services that shall all be immediately accessible by non-car modes. Car parking is not provided. The proposals would not be likely to impact on the ability for commercial properties to be serviced from the rear, but clearly shall rely on private control of parking in this area, but on-street parking restrictions would serve to ensure that no unsafe, or inconsiderate parking on highway would be likely, however do recognise that the issue of parking is for the LPA to agree.

The application should be aware that they will be responsible for providing bins clear of the public highway and that it is an offence to obstruct the public highway with such articles.

On receipt, and subsequent review of the Transport Statement referred to within the application I shall be happy to provide further comments.

Alan Story

Date 26/02/2015

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