

RAR CMH

From: alan.story@hertfordshire.gov.uk
Sent: 29 April 2015 12:07
To: Planning
Subject: Planning application S6/2015/0445/FP - 17 Maynard Place

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

District ref: S6/2015/0445/FP
HCC ref: WH/107/2015
HCC received: 20/04/2015
Area manager: James Dale
Case officer: Alan Story

PLANNING
DEPARTMENT
29 APR 2015
RECEIVED

Location
17 Maynard Place
Cuffley

Application type
Full application

Proposal
Erection of five new dwellings and shop (use class A5) with new access following demolition of shed and two garages

Decision
Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1. Prior to commencement of the development the new access serving the development shall be completed in accordance with the approval in principle plan, drawing number 0/A100/PR/001 Rev B and constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction.

Reason: To ensure the provision of an access appropriate for the development in the interests of highway safety and convenience.

2 Notwithstanding the submitted details unless otherwise agreed in writing by the Local Planning Authority the proposed private access shall be maintained in perpetuity at a minimum width of 4.1 metres for its length and shall be constructed perpendicular to the highway carriageway for a minimum length of 10 metres as measured from the near edge of the highway carriageway.

Reason: In the interest of highway safety and traffic movement.

3 Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Traffic management requirements;
- c. Construction and storage compounds
- d. Siting and details of wheel washing facilities;
- e. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason

In order to protect highway safety and the amenity of other users of the public highway and rights of way.

I recommend inclusion of the following Advisory Notes (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the constructed of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 03001234047

AN2) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN3) It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

Comments:

Maynard Place is public highway from its' intersection with Station Road, north to entrance to car park. Maynard Place is an unclassified road providing local access. Station Road, as the B156, is a numbered classified road and serves as a Secondary Distributor within the Hertfordshire Hierarchy of Roads. Station Road in immediate proximity to the site serves as the main high street, with shops and facilities, for Cuffley.

Maynard Place to the north serves as providing vehicular access to a public car park. It is understand that this car park is operated by the Parish Council (Cuffley and Northaw) providing free parking (1 hour per vehicle per day) and parking charges thereafter.

Maynards place is 5.2m in width, providing inset parking (west) for public use. Parking within the remainder of Maynards Place is restricted through the use of parking restrictions. Inset bays opposite the existing access to the rear service road serving the development site is provided for disabled vehicles.

Properties number 17 to 55 Station Road are served by the rear private service road, this is located 41m from the junction of Maynard Place with Station Road, and provides a 9m wide access, with kerb radius. The rear yard provides additional parking / stores, understood to be privately owned. Presently arrangement provides for a minimum 4.7m distance between structures, sufficient to enable two way flow within the site. Maynards Place is provided with 2.1m footways both sides, up unto the access to the rear service yard. Footway continues on West side only into the car park.

Development proposals represent the loss of parking and garage / stores (3 off garage structures, (2 off 2.3m x 4.9m in size, 1 off 5.2m x 4.9m), and provides a new shop unit, proposed for hot food takeaway and the provision of flatted accommodation above (3 x 1 bedroom flats, 2 x bedsit / studios). Section 6 of application form suggest no amended vehicle access to the site, however the access is subject to reduction in width. Vehicular access shall be maintained, to a width of 4.5m (unobstructed width (4.7m between structure and pillars). The proposed 4.5m width is above 4.1m necessary for a shared surface, however I would observe that Drawing 0/A200/PR001 proposed elevations shows a kerb face to kerb face width at the access of 3.9m. HCC would require a width of 4.1m. This has been recommended as conditioned.

HCC would expect no greater than 50 dwellings, or equivalent to be served from a shared surface, otherwise a width of 4.8m to provide for a minor access would be necessary. The development represents a 'Housing Square' (a generic terms for higher density developments grouped around a Shared Surface road) Parking within the site is quoted by the developer at 20 vehicle parking spaces, and reasonably represents sufficient to serve 20 dwellings (by application of the LPAs parking standards). This therefore suggests that a shared surface is appropriate. The new hot food takeaway unit appears designed to be serviced (deliveries) from Maynard Place, similar to the existing shop unit.

The applicant suggests that parking within the site is 20 vehicle parking spaces, and no space is lost or gained. This therefore suggests all dwellings are provided with no car parking, however if spaces within the site are not allocated or privately owned, the proposals may increase demand for limited parking. The LPA shall need to determine the acceptability of the proposals in respect of parking.

I would observe that the development proposes 3 spaces for bicycles, however reference to the LPAs own standards would suggest that this is not sufficient, and that a minimum of 1 space per dwelling is required i.e. 5 spaces. I would observe that the bicycle store is shared with space allocated for refuse (bin stores). This area is therefore not secure, nor shall it provide a pleasant environment. This has the significant potential to discourage cycling as an alternative to the use of the private car through concerns over security of bicycles stored, as well as a general poor quality environment (odour).

Bin stores are located 18m from the highway, however all other properties fronting Station Road appear to have servicing to the rear.

Disparity is observed between drawing 0/A100/PR/001 Rev B (proposed plans -gnd floor) and 0/A200/PR001 Rev (proposed elevations), with width of access shown as 4.7m wall to wall (plans), but wall to pillar (elevations) and should be clarified.

Height of undercroft is shown be 4m. This provides sufficient headroom for an Olympus Twin Pack /x4MS Wide - Smooth body RCV, understood to be largest refuse vehicle employed by the Local Authority at the time of consent, and provides 310mm clearance. Similarly, access for emergency vehicles shall not be restricted due to the covered nature of access. This shall enable emergency and refuse vehicle access through the undercroft to the rear. No swept path details are submitted in respect of such vehicles but I note that the proposals do not significantly impact upon the available space to the rear and therefore shall not compromise the existing arrangements for refuse vehicle access. Emergency and refuse vehicles shall therefore not be prevented from getting to within the recommended maximum distance from point of collection / any access to residential development.

I am satisfied that site topography is such that no risk of surface water run off being permitted to discharge into Maynards Place is likely.

Visibility, as existing, is beneath that appropriate for speeds (43m each direction set back 2.4m from highway edge) however given the nature of Maynard Place, vehicle speeds are not expected to be high and the access is existing. The proposals do not further compromise visibility in either direction.

In respect of the new Takeaway, the area of space is identified as foyer of 16m² and server / kitchen area of 39m² with a small amount of space providing food store. Whilst a degree of movements associated with hot food takeaway shall be vehicle based, the presence of short stay parking bays opposite and proximity to local public car parks provide a measure of satisfaction that customers shall not park obstructively. Such activity, if it were to occur would be a matter for CEO / police to enforce. I do not consider, given the 'town centre' location that the proposal in itself shall generate an unacceptable increase in vehicle trips to the area. The creation of 5 dwellings would not generate an unacceptable impact on the local highway network.

The site is immediately adjacent to the main 'high street' of Cuffley, providing access to local shops and services to encourage walking, with local schools (primary) within an acceptable walk distance. Bus stops locally are served by routes 242, 312 and 300m from Cuffley Rail station providing access to Great Northern services to London Kings Cross and other destinations.

The LPA shall be responsible for assessing the development in terms of compliance with local parking standards, particularly noting that the development is proposed car free and shall be reliant on on-street parking facilities.

Alan Story

Date 29/04/2015

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