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From: alan.story@hertfordshire.gov.uk
Sent: 10 June 2015 09:25
To: Planning
Subject: Planning application S6/2015/1119/OR - Everest Ltd Everest House

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

District ref: S6/2015/1119/OR
HCC ref: WH/148/2015
HCC received: 04/06/2015
Area manager: James Dale
Case officer: Alan Story

Location

Everest Ltd Everest House
Sopers Road
Potters Bar
EN6 4SG

Application type

Prior Approval

Proposal

Prior approval for the change of use from Class B1 (Office) to Class C3 (Dwellinghouses)

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.

Comment:

Hertfordshire County Council (HCC) as the Highway Authority considers that the development is unlikely to result in a material increase or change in character of traffic in the vicinity of the site and therefore has no objection to this change of use.

This is a consultation for prior approval for the change of use of office building (class B1 use) representing approximately 930m² of floor area to residential (class C3) providing 45 dwellings (22 x 1 bedroom flats, 17 x 2 bedroom flats and 6 studio flats). The site is located on Sopers Road which is a unclassified road designated as a Local Distributor within the road hierarchy, however appears to serve more as a local access road, providing frontage access to an predominantly industrial area, and car park access (car park operated by parish council).

Sopers road is 7.5m in width, and subject to waiting restrictions up unto the site access, from the junction of Sopers Road with Station Road (B156) subject to enforcement Monday to Saturday 8am to 6.30pm. As above, there is a local (pay and display) car park in the immediate vicinity of the site.

Typically a residential development of this scale would lead to a lower number of vehicular trips than a similar sized office use, particularly in the AM and PM peaks.

Parking is provided at 43 spaces to serve the 45 flats, and the LPA shall be responsible for determining the acceptability of such provision against their parking standards, however any overspill parking would be

unlikely to have a significant impact on highway safety / capacity but the impact on adjacent commercial uses may need to be considered.

Cycle parking for 44 bikes is suggested, demonstrated on plans (lower ground proposed) as being located as a mix of internal and external spaces. The provision of such cycle parking is welcomed, supporting and encouraging the use of more sustainable forms of travel, and particularly noted given the proximity of the site to national rail services (Cuffley station, some 150m from the site).

I would observe that refuse stores do not enjoy a direct connection to outside, representing potential difficulties to waste collection operatives, and the views of the LPAs own waste collection services team should be sought in this regard. I am satisfied that refuse vehicles are able to enter the site and therefore do not expect that any delays incurred with servicing would create an unacceptable disruption to general traffic movement in Sopers Road.

Alan Story

Date 10/06/2015

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