

From: alan.story@hertfordshire.gov.uk
Sent: 26 June 2015 09:53
To: Planning
Subject: Planning application S6/2015/1034/FP - 31 Salisbury Square

PLANNING
DEPARTMENT

26 JUN 2015

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

District ref: S6/2015/1034/FP

HCC ref: WH/153/2015

HCC received: 10/06/2015

Area manager: James Dale

Case officer: Alan Story

Location

31 Salisbury Square

Hatfield

AL9 5JD

Application type

Full application

Proposal

Change of use from existing offices (B1) to six residential dwellings (C3), extension and conversion of existing loft space to one dwelling and erection of new block in existing car park to provide th

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.

Off-site highway improvements

If vehicular access to the site is prohibited under the proposed arrangements, then HCC would expect that the applicant reinstates the adjacent footway removing any extinguished vehicle crossovers and returning the highway solely for use by pedestrians.

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

AN1) 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.

AN2) Obstruction of public highway land: 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.

Comment:

This application represents slightly amended scheme to that commented upon by HCC under reference S6/2015/0408/FP, my comments 20/4/15 refer. That application, itself, representing a hybrid application, representing the 6 dwellings provided for under a prior approval application for change of use of office to residential (S6/2014/0021/OR) and the additional building works to provide an associated block of 3 dwellings and a further dwelling in the roof. Our comments to the prior approval application V.Vettivelu, 5/2/14 refer.

This present application represents a scheme similar to previously proposed, and represents the creation of an attached block providing 1 x 2 bedroom unit, 2 x 1 bedroom units, as well as a 2 bedroom unit in the roof.

In consideration of the above, it is appropriate that I repeat our earlier advice and recommendations.

The nature of the development requires that it is constructed on land previously providing car parking, and therefore represents a loss of parking to the dwellings existing, and no parking spaces for the proposed new dwellings. The LPA shall need to consider this when determining the development against the Boroughs Car Parking standards.

In addition to the loss of car parking, the proposals include the provision of a link bridge structure between the existing building and the proposed new structure, tied in to the existing building at 1st floor. The provision of steps to this bridge serve to further restrict vehicle movement within the site, however no detail in respect of entry treatment is provided, particularly to Battersdale i.e. whether the site shall be restricted to pedestrians only.

Without appropriate entry treatment there shall be a potential for vehicles to enter the site, at a point with limited visibility and given the absence of parking for the development as a whole, give rise to conflict over vehicles competing for the potential one (1) space provided in the site.

Details on pedestrian only gate, or other entry treatment, is sought.

In such an event, HCC would expect that any vehicle crossover not necessary to facilitate vehicle access to the site be reinstated, with the footway returned to the same line, level and construction as the adjacent footway

The development itself, is not considered shall give rise to an unacceptable increase in vehicle traffic on the adjacent network, particularly noting the sustainable location of the site (below) and limitations on parking (also below).

Battersdale is public highway to the access to the Welwyn Hatfield Borough Council Public Car Park. It is therefore reasonable for the County Council, as Highway Authority to consider any impact arising by retention of any vehicle access to the site.

The LPA shall need to consider the development proposals in terms of impact on local parking conditions. Batterdale itself, and many local roads are subject to waiting restrictions prohibiting parking, The site is located within the Boroughs Parking Zone (B01). Roads (including the Batterdale are subject to no waiting at anytime, with permitted parking opportunities being subject to permit parking or limited waiting (2 hours, no return within 2 hours, Monday to Friday 9am - 6pm). It is noted that the applicant site would potentially be eligible for permits, falling within the identified list of addresses. The Boroughs parking department should be consulted in this regard.

The LPA shall be responsible for identifying whether additional development resulting in the loss of existing car parking will be acceptable in terms of parking impact, however I am satisfied that sufficient controls exist that parking prejudicial to the operation / safety of the public highway will not occur.

The site enjoys a sustainable location being 200m (3 min walk) from Hatfield Station, and in turn Bus services available in the immediate vicinity to the station. The applicant has shown cycle parking which appears to be appropriate for the scale of the development to support the sustainability of the site.

I would seek confirmation that the cycle store is provided by use of the existing northerly most gate to Battersdale. If this gate is permanently stopped up, use of the store shall require bikes to be transferred through the bin store, providing an unpleasant route and not supportive of encouraging the use of bicycles as an alternative to private car use / ownership.

On behalf of the County Council as Highway Authority I present no objection to the grant of consent in this matter

Alan Story

Date 26/06/2015

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