

Stephen Anyanwu

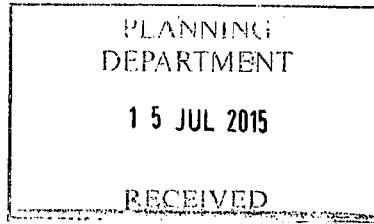
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SB

From: alan.story@hertfordshire.gov.uk
Sent: 15 July 2015 15:33
To: Planning
Subject: Planning application S6/2015/1135/FP - 315 St Albans Road West

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

District ref: S6/2015/1135/FP
HCC ref: WH/172/2015
HCC received: 09/07/2015
Area manager: James Dale
Case officer: Alan Story



Location

315 St Albans Road West
Hatfield
AL10

Application type

Full application

Proposal

Erection of 2no. detached dwellings

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 the first occupation of the development hereby permitted the proposed on-site car and cycle parking shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use. Reason: To ensure the permanent availability of the parking/manoeuvring area, in the interests of highway safety.

I recommend inclusion of the following advisory note to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1. Road Deposits: Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris on the highway. This is to minimise the impact of construction vehicles and to improve the amenity of the local area.

AN2. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council Highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this.

Comment:

This current proposal does not differ in terms of vehicle access to that previously commented upon by the Highway Authority under district reference; S6/2014/1456/FP, my comments dated 29/7/14 refer. I note that

this earlier application was refused by the LPA, and subsequently granted at Appeal (appeal reference APP/C1950/A/14/2229259, decision dated 23/3/15). The HM Planning Inspectorate concluded the position of the Highway Authority in this matter was appropriate.

I therefore repeat my earlier comments and advice in this matter. It is necessary to note that HCC would not seek to adopt any part of any route serving this development beyond the existing extent of highway maintainable at public expense, noting that it serves no public utility. I repeat that the developer should ensure that they have the necessary rights over any land necessary to facilitate the development.

Development proposals are to provide 2 additional dwellings to the rear of 315 St Albans Road West. The site shall be accessed from Ashbury Close. Ashbury Close is a Local Access unclassified road maintainable at public expense. The applicant site is served by way of an existing private driveway serving properties numbered 17 and 19 Ashbury Close. This driveway is approx 4.4m in width, and served by an existing constructed crossover at the end of Ashbury Close. It is assumed that the applicant has the necessary rights over this land. Pedestrian visibility from the existing access is acceptable as existing.

Roads in Hertfordshire permits upto 5 dwellings to be served by a private shared drive, where no greater than 100 houses are served by the road from which the driveway is accessed. It is therefore acceptable to intensify the use of the private driveway. In trip generation terms, the development would generate a very small increase in peak hour journeys and unlikely to result in a material impact on the operation of the junction of Ashbury Close with St Albans Road West, nor the wider highway network.

I would observe that the parking arrangement to serve Plot 2 of the development appears to provide insufficient space clear behind to enable vehicles to manoeuvre easily to exit the parking spaces. This may give rise to a number of fore / aft movements to leave the site in forward gear, however such movements shall not prejudice any other resident. Commonly a minimum depth behind parking spaces of 6m would be required for a parking space 2.4m. Increasing the width of the car parking space would reduce the necessary depth behind each car park space, and might be something the developer wishes to consider to facilitate ease of use of these spaces, however a vehicle reversing from the site - given the nature of Ashbury Close - would be no different to other properties directly served from Ashbury Close.

Each dwelling features private defensible amenity space within which it would be reasonable to expect a shed structure or similar could be provided to accommodate secure bicycle storage. The LPA as parking authority will determine the appropriate level of parking for this proposal, however the Highway Authority considers that the proposed level of parking should prevent any overspill onto the surrounding highway network.

As the development shall be served by an existing private driveway, I have no objection to the proposal.

Alan Story

Date 15/07/2015

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