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**From:** [REDACTED]  
**Sent:** 14 June 2017 08:58  
**To:** Planning  
**Subject:** Planning application 6/2017/1079/FULL - 37 Lambs Close

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

District ref: 6/2017/1079/FULL  
HCC ref: WH/140/2017  
HCC received: 25/05/2017  
Area manager: Manjinder Sehmi  
Case officer: Anthony Collier

Location  
37 Lambs Close  
Cuffley  
EN6 4HD

Application type  
Full application

Proposal  
The erection of 3x 2 bedroom flats

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:

The proposal would appear to be similar in all but the additional flat to proposal - 6/2015/2173/FULL Site: 37 Lambs Close, Cuffley, for which the response is below with amendments relevant to the addition of a further private dwelling. 1) Prior to the first occupation of the development hereby permitted the proposed on-site car and cycle parking area shall be laid out, demarcated, leveled, 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.

Comments:

History for this site is extensive, dating to S6/2012/1962/FP which provided for Erection of a detached dwelling with associated parking following the change of use of the land from parking, including the demolition of existing garages (with the exception of the rear walls) and removal of existing hardstanding. It is noted the County Council as Highway Authority, in our comments dated 19/10/12 (L.Lucas) offered no objection to the proposals. I note that there are applicable appeal decisions in this matter including that made by the Planning Inspectorate under reference, APP/C1950/A/12/2187557, made 23/4/2013, with the appeal being subsequently dismissed.

The original application for the dwelling on areas for parking would have resulted in a loss to parking for the residents of Lambs Close. HCC, in our response to the application did not present an objection in terms of the trips arising from the proposed development as well as the potential impact on highway safety and capacity arising from circulatory movements in the local area arising from residents / visitors looking for spaces.

The County Council have more recently been consulted on pre-application proposals for the Erection of 3 flats with parking, retention of existing parking spaces for flats in Lambs Close following demolition of existing garages (district reference S6/2015/1195/PA) and no significant concerns were identified (A. Story response, 15/7/15 refers).

The application now seeks to maintain parking on-site to serve the original flats, provided by constructing the proposed residential on pylons, suspending the built structure over at 1st and 2nd floor.

The application 6/2015/2173/FULL was supported by a Transport Assessment, despite its' limited scale, prepared by Entran environment and transportation, dated October 2015.

The development re-provides some of the parking to serve the existing flats with three spaces allocated to the new dwellings provided. The development represents 3 x 2 bed units and strict adherence to the LPAs standards would suggest 6 spaces be allocated to the new development. The proposals provide a total of 24 spaces and allocated 3 to the the new development with the remaining 21 to serve the existing flats. The TA does identify that the garages on the site at present are of a size that they may be unlikely to be in use for the parking of modern vehicles due to their size, which is not an unreasonable assumption, and that the proposals by reallocating space provide more spaces in a usable fashion.

It is for the LPA to determine and agree, overall, the level of parking within any development, however I do not consider that the proposals would result in a significant impact on local roads, particularly noting that on-street parking in the vicinity of the site is permitted within Lambs Close, particularly that area considered highway maintainable at public expense, and subject to controlled parking with parking limited to residential parking permit holders. This scheme is overseen by Northaw and Cuffley Parish Council and therefore their views also shall need to be sought in establishing the acceptability of the proposals. The return of the parking for the use of the residents of the flat can only contribute to conditions which may have suffered at any time the garage area has been locked and removed from use.

Parking layout provides an appropriate form of layout, all parking spaces are 2.4m x 4.8m in dimension, with a minimum of 6m clear space provided behind each space. Piers upon which the structure over shall be mounted do not appear to prejudice the use of any space. I would observe that the parking layout fails to consider the needs of disabled people, and the LPA may wish to review whether the parking provision should – for the development as a whole (including the flats for which it was originally provided) – include dedicated bays for persons with a disability. Access to the site is limited to existing width (4m) and insufficient to enable two way flow, however the access is set back from the extent of the public highway (Lambs Close, extent of highway maintainable at public expense is clearly delineated on site, but effectively to a point in line between the two blocks of flats known as 25 to 36 and 37 to 45 Lambs Close) and therefore I do not consider that the inability for vehicles to pass clear of other shall have significant implications on highway safety, particularly noting the low traffic speeds and volumes in this area.

The development provides bin stores and as noted in section 4.15, they location would be within safe carry distance, the LPAs waste management team may wish to confirm that sufficient capacity is provided, but I am satisfied that the bin stores are within an appropriate distance from point of collection and will have no material impact on existing servicing arrangements to the site.

It is understood that this area has previously been unavailable for use (locked) and therefore the re-provision of parking and the new development each represent potential new trips to the site, but such level of trips will not be sufficient to cause undue pressure on local road conditions. The creation of 2 new dwellings would give rise to circa 1 to 2 additional AM / PM peak vehicle movement, and shall be imperceptible within overall network flows in the area.

The provision of cycle parking is welcomed, promoting this form of travel as an alternative to the use of the private car.

The developer is encouraged to ensure that all collected surface water is intercepted and discharged appropriately before it is permitted to enter the public highway.

The pedestrian access to the units provided ensures pedestrians are guided around the periphery of the car park,

Bin store doors would benefit from auto closing, or be hung such that their impact on vehicle flows be minimized at the access.

The addition of a dwelling to form a development of three 2 bedroom flats remains acceptable to the HA as it is considered unlikely to result in a severe impact to highway capacity or raise safety concerns, subject to the condition I therefore provide no objections.

Anthony Collier

Date 14/06/2017

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