

Sara Gee

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**From:** Anthony.Collier@hertfordshire.gov.uk  
**Sent:** 28 June 2017 15:37  
**To:** Planning  
**Subject:** Planning application 6/2017/1176/PN11 - Blackhorse House, 36 Salisbury Square

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

**District ref:** 6/2017/1176/PN11

**HCC ref:** WH/148/2017

**HCC received:** 09/06/2017

**Area manager:** James Dale

**Case officer:** Anthony Collier

**Location**

Blackhorse House, 36 Salisbury Square  
Hatfield  
AL9 5DD

**Application type**

Prior Approval

**Proposal**

Prior approval for the change of use from Office (B1 (a)) to a Dwellinghouse (C3) to include the creation of 16x 1 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.

The site is situated between the A1000 principal distributor road and the pedestrianized Salisbury Square. There have been no accidents relating to the sites access reported in the previous five years, with no aspect of the proposal likely to impact on highway safety in terms of visibility or highway amendments, (with none proposed)

Accessibility arrangements appear to remain unchanged from the existing office use, with all parking provision laid out to acceptable and suitable dimensions. It is recommended that the LPA consult the relevant emergency services with regard to access arrangements.

With the change of use it is unlikely to result in an increase of trip generation compared to that achievable in the existing use class. Parking provision should be reviewed by the LPA, notably due to the mix of residential dwellings locally and parking restrictions in the area.

I see no reason why existing refuse service arrangements would be affected by the development in terms of site serviceability.

It is unclear if bicycle parking is provided, but would be achievable and recommended. Access to other sustainable forms of transport is directly adjacent to the site at Hatfield Station.

The view of the HA is that it would be unlikely for the development to result in a severe impact to highway capacity or safety, I therefore present no objections.

**Anthony Collier**

**Date 28/06/2017**

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