

From: alan.story@hertfordshire.gov.uk
To: [Planning](#)
Subject: Planning application 6/2018/3182/FULL - 12 Harpsfield Broadway
Date: 14 January 2019 11:14:11

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

District ref: 6/2018/3182/FULL

HCC ref: WH/3/2019

HCC received: 07/01/2019

Area manager: James Dale

Case officer: Alan Story

Location

12 Harpsfield Broadway

Hatfield

AL10 9TF

Application type

Full application

Proposal

Mixed-use development comprising of 8 student residential units (incorporating 21 study bedrooms), 169 sq.m of a4 commercial space(existing) with the associated on-site parking, pedestrian access, refuse and cycle storage

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 recommends that permission be refused for the following reasons:

1) Jetline Way is subject to a TRO for its' length preventing access by any form of vehicle other than a bus. The proposed access is inaccessible by legal means, and therefore – if permitted – would result in illegal vehicle movements contrary to the provisions of the Highway Act.

Comments:

Jetliner Way is a local access road, linking Comet Way with Tablin Way / Goldsmith Way and also serves the bus interchange of the Hatfield Business Park. Noting the bus station presence, it is necessary to observe that access to this area is restricted by a Traffic Regulation Order. Such Order being made under the Road Traffic Regulation Act 1984 by HCC, order no. 7319, dated 12 February 2009.

The effect of this order is to prohibit the movement of any vehicle other that defined in the order as a bus, between the length of Jetliner Way, Hatfield from its' junction with the north west kerbline of Harpsfield Broadway to its' junction with the south east kerbline of Thamblin Way a distance of approximately 64 metres.

Development proposals include the provision of a dropped kerb within this area, shown to facilitate access to 3 off-street parking spaces. This access may not legally be reached by a private car given the above Traffic Regulation Order. I therefore object to the vehicle crossover.

In terms of development proposals – the increase in floor area to the A4 ground floor activity is not objected to. The net increase in floor area is not significant, and the site in terms of its' access to sustainable modes of travel is not of concern.

The conversion of the upper floors to student accommodation is also not objected to. The site is in close proximity to one of the two main University Campus's and immediately abuts the local bus station, and in very close proximity to the town centre for shops and services. Local parking controls exist such that the potential for any parking is limited, however it is noted that there is evidence that vehicles do breach the above TRO and is a matter for enforcement.

In terms of site layout, it is necessary to consider the bin store in relation to the legal point of collection (Harpsfield Broadway). Such a distance is within the maximum carry distance, but the views of the LPAs own client services should be considered in this regard. Deliveries to the site would need to be facilitated(as existing) from Harpsfield Broadway and / or shared private driveway to the rear.

Cycle parking is provided and is well located within the site for ease of access, and this is welcomed and encouraged by the Highway Authority.

As part of any development scheme at this site that may be found to be acceptable, it is reasonable to expect a Construction Management Plan shall be necessary as access for construction vehicles / deliveries are similarly prohibited under the Traffic Regulation Order referred to above.

Alan Story

Date 14/01/2019

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