

Mark Youngman
Highways Strategy & Implementation Group Manager
Hertfordshire County Council
Postal Point CHO242
County Hall
Pegs Lane
Hertford
SG13 8DE

District ref: 6/2021/1244/PN11
HCC ref: WH/6828/2021
HCC received: 26 April 2021
Area manager: Matthew Armstrong
Case officer: Paul Marshall

Location

ANDRE HOUSE 19-25 SALISBURY SQUARE HATFIELD AL9 5BT

Application type

Prior Approval

Proposal

Prior approval for change of use from offices (Class B1(a)) to dwellinghouses (Class C3) to create 9 flats

COMMENTS

The proposals are for the Prior approval for change of use from offices (Class B1(a)) to dwelling houses uses (Class C3) to create 9 flats.

The site is situated between the A1000 principal distributor road and the pedestrianized Salisbury Square. There have been no accidents relating to the site 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)

PLANNING HISTORY

The application site has previous planning history with 6/2018/0688/PN11

GENEARL COMMENT

The site is very well served by sustainable forms of transport including bus services and facilities, pedestrian access to shops and services, easy access to the railway station. Should the proposals come in the form of a planning application the applicant should take note of the following advice.

TRIPS

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

Parking provision should be reviewed by the LPA, notably due to the mix of residential dwellings locally and parking restrictions in the area.

The applicant should be aware of guidance in Manual for Streets 8.3.58, which states 'The recommended dimensions of off-street parking bays are that they are laid out as a rectangle at least 4.8 m long by 2.4 m wide for the vehicle'. Each space should have a minimum of 6m manoeuvrability. Consideration must be given for access and parking for service vehicles.

Mobility Guidance

Additional space for disabled parking as set out in DfT's Inclusive Mobility guidance.

Off-street parking: bays should be a minimum of 4800mm long by 2400mm wide with additional space:

Where bays are parallel to the access aisle and access is available from the side an extra length of at least 1800mm.

Where bays are perpendicular to the access aisle, an additional width of at least 1200mm along each side. Where bays are adjacent the same 1200mm space can serve both sides. There should also be a 1200mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist.

ACCESS

No new access is proposed

SUSTAINABILITY

New guidance has come forward: 'Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020). This recommends for cycle parking storage should be 2m (1.8m is acceptable) in length by 0.3m space between cycles. There should be parking for 1 cycle per dwelling. Outside cycle parking should be covered and lockable. A proportion of the cycle parking (typically 10%) should be provided for non-standard cycles to accommodate people with mobility impairments or cargo style bicycles.

Electric Vehicle Charging

Hertfordshire County Councils Local Transport Plan (LTP) 4 policy 5, is to "ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes", and policy 19, which aims to "address any barriers to supporting the uptake of ultra-low emission vehicle (ULEVs) in the county". The proposals must reflect this by provision of infrastructure for charging electric vehicles.

EMERGENCY ACCESS

The applicant should take note of the requirement for emergency which must be within 45 meters from the public highway (As required in accordance to MfS 6.7.2)

REFUSE / RECYCLING

Recycling bin storage must be in line with Manual for Streets MfS 6.8.9 where residents should not be required to carry waste more than 30m

CONCLUSION

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.

Signed
Paul Marshall

11 May 2021