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

Director of Planning

Welwyn Hatfield Borough Council
The Campus
Welwyn Garden City
Hertfordshire
AL8 6AW

District ref: 6/2022/0922/FULL
HCC ref: WH/12437/2022
HCC received: 31 May 2022
Area manager: Matthew Armstrong
Case officer: Steven Knight

Location

11 TOLMERS GARDENS CUFFLEY POTTERS BAR EN6 4JE

Application type

Full Application

Proposal

Conversion and extension to existing single dwelling house to create 4x 1 bed apartments with associated infrastructure

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

- 1) There is insufficient information supplied with this application relating the proposed vehicle access and the pedestrian visibility splays. The proposed vehicle access should comply with HCC's Dropped Kerb Terms and Conditions document. In the absence of the necessary information, the Highway Authority recommends refusal due to doubt over possible implications for highway safety, convenience.
- 2) The proposed parking spaces are too small because they are obstructed by raised planters and therefore do not comply with Manual for Streets.
- 3) The proposed use of the existing bin store on the neighbouring site will require residents to carry their waste further than 30m contrary to the guidance in Manual for Streets.

COMMENTS:

The application seeks approval for alterations to an existing dwelling to create four 1-bed apartments with associated infrastructure.

Tolmers Gardens is an unclassified local access road, limited to 30mph. There is no recorded accident history from the past five years.

Access

The existing house benefits from a single width vehicle crossing serving the driveway and garage. The proposed vehicle crossing is not shown on the Site Plan and the highway authority is unable to approve something that is not shown on a drawing. The applicant should show the size of the proposed crossing and how it relates to the existing crossing and that of the neighbouring site.

However, based on the proposed parking layout, it appears that all four spaces will be accessed directly from the highway requiring a continuous vehicle crossing approximately 10m in length. This will not comply with HCC's Dropped Kerb Terms and Conditions document which states that the maximum width of a vehicle crossing is 3.6m (four flat kerbs).

The highway authority has no concerns regarding inter-vehicle visibility because an appropriate visibility splay could be accommodated almost entirely within the highway given the width of the footway. However, the applicant should demonstrate that a 0.65mx0.65m pedestrian visibility splay can be accommodated, particularly for space '1' due to its proximity to the neighbouring fence.

The highway authority is satisfied that the number of vehicle trips generated by three additional dwellings is will not have a significant impact on the free and safe use of the highway.

Parking provision

The development will provide four parking spaces, one for each of the 1-bed apartments, which is in line with the LPA's parking standards. Whilst it is noted that each apartment will be generously sized and have a study, the highway authority also notes the sustainable location of the site, which should encourage the use of other forms of transport, and the two-hour daily parking restriction, which should discourage excessive car ownership, and therefore feels that the proposed parking provision is suitable. However, parking provision is ultimately an issue for the LPA to consider.

The proposed parking spaces are all adequately sized but are obstructed by what appear to be triangular raised planters. This is likely to mean that vehicles will overhang the footway.

The cycle store will be provided in the rear garden. The application states that this will provide a space for each apartment, but a detailed design should be conditioned to ensure the store will be suitable.

Refuse collection

The Design and Access Statement states that the four apartments will utilise the bin store on the neighbouring apartment building. However, the distance from the proposed apartments to the existing bin store exceeds 30m, the maximum distance suggested by Manual for Streets.

Sustainability

The site is within 200m of both Cuffley train station and a bus stop and within easy walking distance of a wide range of local amenities. The site is there in a sustainable location and offers a genuine choice of transport modes.

Conclusion

The highway authority recommends that the application is refused due to a lack of information regarding the vehicle crossing and visibility splays, the size of the proposed parking spaces and the proposed use of the neighbouring bin store.

Signed
Steven Knight

13 June 2022