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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: 6/2022/1444/FULL
HCC ref: WH/12980/2022
HCC received: 11 July 2022
Area manager: Matthew Armstrong
Case officer: Steven Knight

Location

12 HARPSFIELD BROADWAY HATFIELD AL10 9TF

Application type

Full Application

Proposal

Erection of part two, part three storey rear extension with mansard roof and conversion to 8 flats comprising 6 x 2-bed and 2 x studio

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 does not wish to restrict the grant of permission subject to the following conditions:

CONDITIONS:

Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements if required;
- d. Construction and storage compounds including areas designated for car parking, loading/unloading and turning areas;
- e. Timing of construction activities (including delivery times and removal of waste) and to avoid peak times;

- f. Provision of sufficient on-site parking or alternative arrangements prior to commencement of construction activities;
- j. Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

COMMENTS:

The application seeks approval for the erection of a large rear extension and mansard roof. The existing ground floor commercial space will be retained with the two existing flats above being combined with the extension to create a total of eight flats.

Harpsfield Broadway is an unclassified local access road. It is a one-way system with vehicles entering at the southern end from Comet Way (a classified main distributor road, the A1001) and re-joining Comet Way at the northern end via Jetliner Way. Vehicle speeds are restricted to 30mph. There has been one recorded slight accident at each of the junctions with Comet Way in the past five years, but this is not considered unusual for a junction with a major road. Vehicle access to the rear of the other properties on Harpsfield Broadway is via the southern access from Comet Way but the site covered by this application does not benefit from vehicle access.

Sustainability

The site is located in a sustainable location in the centre of Hatfield. Most day-to-day needs will be within walking distance of the site which is well connected by an extensive network of footways and cycleways in the surrounding area. Multiple bus services can be accessed from Mosquito Way just over 400m away and there is a major retail centre directly opposite the site. Hatfield train station is approximately 1.6km away.

Parking provision

There is no off-street vehicle parking for the existing restaurant or flats and the applicant has not proposed any parking for the new development which is expected to be a car free development. The highway authority feels that this is acceptable given the sustainable location of the site and the fact that surrounding area is protected by parking restrictions - Harpsfield Broadway provides on-street parking spaces which are restricted to 30 minutes and the rest of the road is protected by double yellow lines. The highway authority welcomes the fact that a car free development will encourage the use of more sustainable modes of transport and not have a negative impact on the capacity of the highway network. Parking provision is, however, ultimately a consideration for the LPA.

The applicant has proposed eight cycle parking spaces for the flats, one per unit, and five for the bar for both staff and customer use. This provision is in line with the LPA's parking standards. Detailed designs should be conditioned to ensure that the spaces are compliant with the guidance in LTN 1/20 and they can be accommodated within the areas allocated for cycle storage.

The applicant has proposed that residents will be provided with a three-year membership to a national car club with the closest location based in the retail centre opposite the site. This proposal is welcomed.

Travel Plan

The applicant has provided a travel plan as part of the application, which has been reviewed by the highway authority's travel plan team. Whilst the travel is generally acceptable, they have recommended that the following amendments should be made:

- Details of an interim travel plan co-ordinator
- A commitment to providing the details of a secondary contact to the travel plan co-ordinator once this is known
- A section on methods to encourage a reduction in the need to travel e.g. provision of high speed broadband to facilitate working from home and home deliveries

Servicing

The drawings show that bins will be stored in an undercroft area on the ground floor facing Jetliner Way. The LPA should be satisfied that waste collection vehicles can access and stop on Harpsfield Broadway and that a suitable dropped kerb is available for larger communal bins. Whilst vehicles may be able to access the bin store from Jetliner Way, vehicles must be able to turn around and re-join Comet Way in a forward gear. This may or may not be possible depending on the long plans for the bus station to the west of the site.

CTMP

A construction traffic management plan should be conditioned to ensure access to the site is carefully considered and acceptable. In particular this should consider any encroachment on the highway, delivery and collection arrangements including turning arrangements and contractor parking.

Conclusion

The highway authority does not wish to restrict the approval of this application subject to the above condition.

Signed

Steven Knight

29 July 2022