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To: [Planning](#)
Subject: Planning application 6/2016/1318/PN11 - Studio Four, 37 Broadwater Road
Date: 03 August 2016 10:02:10

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

District ref: 6/2016/1318/PN11

HCC ref: WH/136/2016

HCC received: 08/07/2016

Area manager: Manjinder Sehmi

Case officer: Anthony Collier

Location

Studio Four, 37 Broadwater Road

Welwyn Garden City

AL7 3AX

Application type

Prior Approval

Proposal

Prior approval for the proposed change of use from office (class B1) to residential (class C3)

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.

Description of proposal A prior approval for the development of Studio Four, 37 Broadwater Road, Welwyn Garden City, AL7 3AX. The proposal is for the change of use from office (class B1) to residential (class C3), with ten dwellings on the site, four dwellings are single bedroom, five dwellings are two bedroom and one dwelling is two bedroom with an optional third bedroom.

Unit 4 is Situated on Broadwater Road, a 30mph main distributor road in Hertfordshire's highway hierarchy. The sites access is located 500 meters north of the roundabout of Broadwater Way (A1000), Broadwater Crescent and Chequers (A1000). The site is located 500 meters to the south of the signal controlled cross road junction of Bridge Road, Bridge Road East and Bessemer Road. There are two safety cameras (speed) present on Broadwater Road (30mph).

Broadwater Road serves as frontage access to several commercial office units, with residential area to the south of the proposal site. Several office units on the road have changed use to residential use.

Analysis The change of use from office use to residential would see a reduction in trip generation to the site and less intensity of site access at peak times. the change of use would reduce the use of this road at peak times. The surrounding road network would also benefit from the reduction in road traffic. The footway adjacent to the property has low pedestrian traffic, and the proposals shall have no impact on pedestrian / vehicle intervisibility with regard to access and egress of the site. The footway provides a shared footway / cycleway and the proposals shall have no impact on cyclist / vehicle intervisibility, nor shall the proposals impact on visibility for Broadwater Road. The sites vehicular interaction with Broadwater Road would be acceptable, not prejudicing highway safety, and the intensity of use of the vehicle cross over of the footpath would reduce in intensity with the proposed change of use. There are no recorded accidents in the previous

five years relating to the access of Unit 4 on Broadwater Road. Highway layout The site has access to Broadwater road via a simple junction and vehicle cross over of a footpath/cycleway. The vehicle cross over is suitable for residential use and no change to the highway would be required. It is noted that the site has an internal one-way system, allowing access to all parking spaces and allowing vehicles to enter and exit the site in a forward gear. The design gives efficient access for delivery of goods and supplies. The gates situated on the property operate within the site boundary. There is a separated access point for pedestrians from the footway suitable for use for all pedestrians, with no steps or barriers limiting accessibility. Parking It is noted that the site has forty five vehicle parking spaces, and an existing cycle parking facility, it is unclear if the cycle storage will remain. Parking is restricted on Broadwater Road Monday to Saturday 8am-6pm. The parking provision within the site is more than adequate for the proposed ten dwellings. The LPA would be recommended to use this opportunity to review the adequacy of provision. This may benefit the LPA in reaching a view on adequacy of vehicle parking spaces and bicycle storage provision. Accessibility Opportunities for sustainable transport modes are present and no aspects of the design prevent the use of sustainable modes of transport such as walking or cycling.. The site is within 500 meters of access to the bus network, and 650 meters from Welwyn Garden City train station. Pedestrian routes are extremely good, with local amenities within one kilometre. Cycle provision is also excellent, with the site situated adjacent to a cycle way and local cycle network. Safe and suitable access to the site can be achieved by all people.

Conclusion Prior approval - for the proposed change of use from office (class B1) to residential (class C3), with ten dwellings on the site of Unit 4 will not have any negative impact on highway safety or capacity, and therefore I present no objections.

Anthony Collier

Date 19/07/2016

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