

**From:** [REDACTED]  
**Sent:** 21 August 2017 08:57  
**To:** Planning  
**Subject:** Planning application 6/2017/1686/PN11 - 1-7 Fountain House

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

**District ref:** 6/2017/1686/PN11  
**HCC ref:** WH/196/2017  
**HCC received:** 08/08/2017  
**Area manager:** James Dale  
**Case officer:** Alan Story

**Location**

1-7 Fountain House  
Welwyn Garden City  
AL8 6AL

**Application type**

Prior Approval

**Proposal**

Prior approval for a 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.

The change of use from B1a (office) to C3 (residential) is subject to the condition that before beginning the development, the developer shall apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to; • Transport and highways impacts of the development • Contamination risks on the site; and • Flooding risks on the site.

The application is not accompanied by any details other than plans and noise assessments.

The development proposals appear to relate to circa 1200m<sup>2</sup> of B1 use, situated over First and Second Floor. Ground floor arrangements appear limited to refuse store and stair well access only.

The application site is within the Welwyn Garden City Town Centre, located at the corner of Parkway with Howardsgate. Vehicular access is provided by way of Wigmores North, providing undercroft access to rear service yard serving this address as well as local businesses in this location. Segregated pedestrian provision is provided both sides of the access. All roads are unclassified. All areas providing parking / servicing inside the site are privately maintained. Use of the vehicle access has no record of accidents (3 year, latest to date)

Parking – either existing, or proposed, is not clear. Ground Floor plans (drwg A\_017 Rev P2) suggests there are 8 spaces, but unclear whether these are solely associated with the application site.

The sites location ensures that is easily accessible by non-car modes with local bus station and rail stations in short walk distance from the site, with local shops and services in close proximity. Parking, locally, is subject to local enforcement.

Residential proposals shall provide 14 separate dwellings. Pedestrian access is afforded by either Parkway, or to rear service yard.

Typically, a residential development of this scale would lead to a lower number of vehicular trips than an office use of the same scale, particularly in the peaks. The change of use would not present the Highway Authority any concerns. It is noted that the development fails to provide any space for cycle parking, noting the first and second floor nature of proposals and absence of space at ground.

The Highway Authority accept that the proposed development shall reduce the likely level of trips to / from the site in the weekday peaks and across the day, and the Highway Authority present no objections in this matter.

**Alan Story**

**Date 21/08/2017**

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