

**From:** [alan.story@hertfordshire.gov.uk](mailto:alan.story@hertfordshire.gov.uk)  
**To:** [Planning](#)  
**Subject:** Planning application 6/2018/2387/MAJ - 37 Broadwater Road  
**Date:** 22 October 2018 11:59:40

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

**District ref:** 6/2018/2387/MAJ

**HCC ref:** WH/283/2018

**HCC received:** 09/10/2018

**Area manager:** James Dale

**Case officer:** Alan Story

**Location**

37 Broadwater Road  
Welwyn Garden City  
AL7 3AX

**Application type**

Full application

**Proposal**

Construction of new build of 22 x 2 Bedroom and 2 x 3 Bedroom residential apartments with balconies and a roof garden. Layout of 26 car parking spaces, cycle parking, refuse store, internal access routes, landscaping and supporting infrastructure. All as application approval 6-2016-2497-MAJ

**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 subject to the following conditions:

1 Prior to the first occupation of the development hereby permitted the proposed access /on-site car and cycle parking / turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use. Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

2 Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; e Provision of sufficient on-site parking prior to commencement of construction activities;

Reason: In order to protect highway safety and the amenity of other users of the public highway.

Informatives

I recommend inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

AN2) The applicant is advised that all new roads associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. At the entrance of the new estate the road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN3) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

#### Comments:

HCC provided comments to the previous application, 6/2016/2497/MAJ (my response dated 3/1/17 and 13/3/17 refer). No objections were presented by the Highway Authority. This current application appears to respond solely to matters pertaining to affordable housing provision, with scale of development, parking layout, access all unchanged. It is appropriate to repeat my earlier comments. This application represents the change of use of the existing (Vacant) office accommodation (2 storey, totalling 880m<sup>2</sup> of usable floor area) to provide 24 x two bedroom units (flats). The site is located on Broadwater Road, WGC. Broadwater Road is a Principle A road (A1000) and provides a Main distributor function within the Hertfordshire road hierarchy. Urban main distributors are the main roads that distribute traffic within towns, around town centres and link town centres and the main industrial areas to the Principle Road Network, and are – as a consequence – important and busy roads within the overall road network. Broadwater Road is subject to 30mph speed limits past the site.

The scale of the development is sufficiently minor that it is not considered a Transport Statement is necessary as part of a formal application for planning consent.

Typically a residential development of the scale proposed would lead to a lower number of vehicular trips (particularly in the peak hour) than a similar sized office use.

Hertfordshire County Council (HCC) as the Highway Authority considers that the development is unlikely to result in a material increase or change in character of traffic in the vicinity of the site.

The applicant confirms that no new or amended vehicle access be provided for the development, and instead uses the existing double width crossover to Broadwater Road.

Whilst the site is understood to be vacant presently, a review of the previous five years data for collision data identifies no record of the access being unsafe. Visibility from the access is suitable for posted speeds.

Existing arrangement enables one way route around the periphery of the site, whereas proposals, including the necessary extension to northern flank of building, remove this circulatory movement, and provide a single, 2 way entry and route to parking (25 spaces)

The LPA shall wish to satisfy themselves with the overall level of parking within the site by specific regard to their parking standards, however HCC observe that Broadwater Road features loading and waiting restrictions, preventing waiting between 8am and 6pm Monday to Saturday, and loading restrictions during peak hours. Such measures would actively restrict inappropriate parking on the main distributor.

All parking spaces appear to be provided at 2.4m x 4.8m appropriate for use by private cars, and arranged such that a minimum depth of 6m exists clear behind each bay sufficient that vehicles can adequately manoeuvre to use the spaces.

A turning head is provided in the front, for refuse / fire appliance, but is not tracked. Irrespective of such information, any turning would require the gates shown to be open, and this cannot be relied upon. A condition solely requiring the turning to be demonstrated would be insufficient, as it shall also require control over the gate by either site operator, or refuse staff. Gated access may also restrict access to bins. These matters shall potentially force large vehicles to reverse from the site contrary to the hierarchy of roads and prejudicial to pedestrian / vehicular safety. Gated access may also restrict emergency vehicle access to within all necessary parts of the site.

Applicant provides secure cycle parking in two locations (totalling provision for 40 bicycles) which is welcomed as it will promote and enable such modes of travel.

The applicant has demonstrated that refuse vehicles (and therefore emergency vehicles) can manoeuvre in order to enter, and exit the site in forward gear. Such manoeuvre may require turning vehicles to use the full width of Broadwater Road (dependent on approach), however forward visibility along the length of Broadwater Road is significantly above the minimum necessary for stopping sight distance, thereby enabling this manoeuvre to be safe, and the frequency of such manoeuvres sufficiently low that it shall not significantly compromise the primary purpose of Broadwater Road as a main distributor.

The site is reasonably close in proximity to Welwyn Garden City Town Centre (1km) and main line services from Welwyn Garden City Railway station. The site is closely bounded by bus stops, featuring Kassel kerbing (high kerbs) served by routes including the 601 providing 2 services per hour.

**Alan Story**

**Date 22/10/2018**

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