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To: [Planning](#)
Subject: Planning application 6/2019/0108/PN11 - 29 Broadwater Road
Date: 05 March 2019 15:49:07

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

District ref: 6/2019/0108/PN11

HCC ref: WH/31/2019

HCC received: 29/01/2019

Area manager: Nick Gough

Case officer: Catherine Durbin

Location

29 Broadwater Road
Welwyn Garden City
AL7 3BQ

Application type

Prior Approval

Proposal

Prior approval for change of use from Offices (B1) to residential (C3) 72 self-contained flats

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.

Changes to the General Permitted Development Order require that the change of use from office use (B1) to residential (C3) is subject to a “prior approval” process where the proposed change of use could have significant transport and highways impact, or the development is within a safety hazard zone, or area of high flood risk and land contamination. This is a consultation for prior approval for the change of use of office building (class B1 use) to residential (class C3). The site is located at 29 Broadwater Road, Welwyn Garden City, which is a principal main distributor road with a speed limit of 30mph and highway maintainable at public expense. At present, the site is currently occupied by offices under land use class B1 across all five floors. A Transport Statement (December 2018) prepared by Milestone Transport Planning and a Supporting Statement (January 2019) prepared by Barker Parry Town Planning Ltd have been submitted alongside the application.

Development Proposals: The development proposals consist of converting the existing building to residential use. This entails the Change of Use of the existing 6,508sqm of B1 office space into 72 self-contained residential flats (47 x one-bed and 25 x two-bed). It is noted that any external changes would be sought in a separate planning application. Development proposals relate to all five floors of the building.

Site Access: There are no proposed changes to the existing access to the site. The refuse storage identified in drawing number BRW01-MCB-XX-00-DR-A-0101 indicates that the storage is approximately 25 metres from the site access point, and therefore would be in line with HCC’s maximum refuse carry distance (25 metres) from the site access. However, if a refuse vehicle is required to enter the site for collection, the vehicle would

need to be able to turn around and exit the site onto the highway in a forward gear.

Trip Generation: The existing person trips generated by the site are compared in the Transport Statement to the expected number of trips to be generated by the proposed site. This exercise was conducted using person trips data from the TRICS database and modal split data from the 2011 Census Method of Travel to Work for the area in which the site is located. This analysis showed that there are currently 625 daily car trips at the site in its present use, and this would significantly decrease to 264 daily car trips if the change of use is permitted. A residential development of this scale would typically generate fewer trips than a similar sized office use, in particular in the AM and PM peaks. The tidal flow of vehicle movements would change (outbound in the AM peak compared to the existing inbound trips generated by employment) but the level of trips is accepted by HCC to be lower. This has been demonstrated by the submitted Transport Statement.

Parking: At present there are 161 off-street parking spaces at the site. In the Transport Statement it is noted that this is significantly more than the figures that the Welwyn Hatfield Borough Council (WHBC) guidelines state, which would equate to approximately 60 parking spaces. To address this, it is stated in the Transport Statement that one parking space per unit will be allocated, with 72 in total, and the remaining parking spaces will be for visitors and taxi drop-offs and pick-ups. If this is adhered to, then HCC supports this level of parking, but any increase of this level at a later stage would require further analysis and justification. It is also noted in the Transport Statement that 72 bicycle parking spaces will also be designated in the site.

Accidents Analysis: HCC's traffic accident records indicate that there are no accident clusters in the vicinity of the site in the last three years. The records show that there was one slight accident to the south of the site on Broadwater Road, a couple of serious accidents further south on Broadwater Road, and a slight and a serious accident to the north of the site at the Broadwater Road / Hyde Way junction. Slightly further away from the site, there is a potential accident cluster at the Broadwater Road / Chequers (A1000) / A6129 / Broadwater Crescent junction to the south west of the site, where six accidents have occurred on the Chequers (A1000) arm of the junction, five of which were slight and one which was serious. Trips travelling to Hatfield or other local areas to the south of the site are likely to use this section of the junction.

Sustainable Travel: As noted in the Transport Statement, 72 bicycle parking spaces are included in the proposals for the application. A mixed use off-road cycleway and walkway is located outside of the site on Broadwater Road, which connects the site to other cycleways, both off- and on-street, across Welwyn Garden City. The surrounding pedestrian infrastructure is good, with pavements on each side of Broadwater Road and signalised pedestrian crossings to the north and to the south of the site. Welwyn Garden City railway station is a 7-minute walk (0.3 miles) from the site, which has direct services to London Kings Cross, Cambridge, London Moorgate, as well as to other towns in Hertfordshire. There are two bus stops (one in each direction) 60 metres and less than 1-minute's walk away from the site on Broadwater Road. These stops are served by the 601 bus service, which runs approximately half-hourly throughout the day on Mondays to Fridays, hourly on Saturdays, and has no services on Sundays. The service connects the site to Borehamwood, Radlett, St Albans, and Hatfield. Welwyn Garden City bus station is also within walking distance from the site at approximately half a mile away and an 11-minute walk, which connects the site with further bus services.

Conclusion: To decide if prior approval is required, the highway authority is required to consider if the change of use is likely to result in a material increase or change in character of traffic (including parking) in the vicinity of the site. Given the above, HCC as Highway

Authority does not consider that the proposals will increase highway traffic. On behalf of the Highway Authority no objection is therefore presented.

Nick Gough

Date 05/03/2019

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