

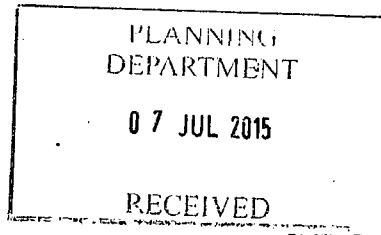
Stephen Anyanwu

SLB (MP)

From: alan.story@hertfordshire.gov.uk
Sent: 07 July 2015 09:06
To: Planning
Subject: Planning application S6/2015/1061/MA - Plot 6000 Hatfield Business Park

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

District ref: S6/2015/1061/MA
HCC ref: WH/161/2015
HCC received: 18/06/2015
Area manager: James Dale
Case officer: Alan Story



Location
Plot 6000 Hatfield Business Park
Hatfield

Application type
Full application

Proposal

Erection of a private healthcare facility (use Class C2), to include car/cycle parking, boundary treatment, landscaping, lighting and access

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:

S106 obligations in respect of; a) Travel Plan b) Travel Plan monitoring contribution of £6,000

- 1) Construction of the development hereby approved shall not commence until plans demonstrating that sufficient space shall be provided within the site to enable a standard size family car / HGV / Light goods vehicle / delivery vehicle to park, turn and re-enter the highway in a forward gear have been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Reason: In the interests of satisfactory development and highway safety.
- 2) No works shall commence on site until a scheme for the parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose. Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.
- 3) Prior to the commencement of the use hereby permitted the proposed access including pedestrian footways / on-site car and cycle parking / servicing / loading, unloading and turning areas 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.
- 4) 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. Cleaning of site entrances, site tracks and the adjacent public highway; f. Provision of sufficient on site parking prior to commencement of construction activities; g. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason; In order to protect highway safety and the amenity of other users of the public highway and rights of way.

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. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2) 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.

AN3) It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN4) The applicant is advised that all routes marked on the plan associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

Comments

The County Council, as Highways Authority, provided comprehensive comments to pre-application enquiries for the provision of a 6000m² surgery centre and diagnostic facility (district reference S6/2015/0321/PA, my comments dated 31/3/15). This advice included direction to submit any formal planning application accompanied by a Transport Assessment and Travel Plan. The application is duly now received supported by Transport Assessment (AECOM Transport Planning, dated April 2015) and Travel Plan (AECOM Transport Planning, dated April 2015)

The scheme has to be considered against the outline planning permission for the Hatfield Business Park (district reference S6/199/1064/OP; . Development of the site to provide a business park comprising uses within classes B1, B2, B8 and Sui Generis use; housing; new university campus (D1 and D2 class) to include replacement de Havilland sports and social club and associated playing fields; two hotels; primary school and associated facilities; district centre; recreation use of existing listed hangar; aviation heritage

centre together with associated highway, transport and service infrastructure (including a strategic transport corridor)) which set out levels of different types of floorspace that could be accommodated on the site. It was established within this outline consent that the road network (including improvements now in place) could accommodate the expected level of traffic associated with this floor space mix.

HCCs earlier comments observed that the hospital use proposed did not fall within the existing outline consent for the wider business park. Reference to the Hatfield Aerodrome Supplementary Planning Guidance, adopted November 1999, figure 11 identifies the area as designated as providing a hotel. Reference to table 4.4 of the SPG identifies that the masterplan does not identify any surgery or similar use, other than as a constituent part of the District Centre (health / medicine centre). The business park identifies a number of uses including B1, B2, B8 and Sui Generis. HCC would consider that the use sought is D1 unless otherwise advised. The proposals are therefore not clearly in accordance with the SPG.

It is necessary to consider whether the proposal is considered within the overall quantum of development covered by the Outline Consent, or whether the proposals shall have an impact greater than originally expected and provided for within this consent. The S106 agreement (varied as necessary by subsequent applications) provides for an alignment of development to a 'Development Unit' (UD), with a maximum level of development agreed. Pre-application advice identified that a Transport Assessment would be required to support any planning application, and regard given to whether the proposal shall have greater highway and transport impacts than the hotel development.

As noted above – the SPG, and outline consent, has accepted the provision of 2 hotels, and discussions with the LPA have identified that whilst not specifically defined within the Masterplan, a hotel of circa 120 rooms was originally assumed.

Development Proposals

The TA confirms the specific use (within the C2 use class) for the site, and defines it as a private hospital providing acute medical care centre providing elective surgery and associated care, and shall provide 10 consulting rooms, 4 operating theatres, 3 treatment rooms, 30 ensuite bedrooms, 16 ambulatory care beds, MRI and imaging and endoscopy suites. Care will be provided 24 hrs a day, 7 days a week, with overnight stay for recovery as necessary for patients. The hospital is quoted as providing upto 120 employment places but the TA does not define expected patient numbers.

Trip rate calculations expressed within the TA, discussed below, have regard to reasonable comparable sites and provide for patient / staff trips.

The LPA shall be responsible for agreeing any departure from the Masterplan SPG for the overall business park.

Trip Rates

The TA has had regard to the S106 agreement. Based on the calculation factor for units of development, the TA presents that the hotel (as provided in the masterplan) represents 59 Units of Development (The TA presents the hotel as being expected to be 130 rooms. Whilst this is at odds to the earlier advice to HCC from WHBC of 120 rooms, this is not a significant concern).

The TA has regard to TRICS in establishing likely vehicle trip generation for a 130 hotel. A review of the TRICS assessment criteria identifies no significant concerns. To provide a reasonable sample base, hotels across Britain are included (omitting London) and omit deliberately budget hotel provision, which I understand accords with the general provisions of the masterplan. It is unclear why SE region is omitted from site selection, but a review of TRICS suggests all records within this region are aligned with budget hotels also, and would have been removed through the refinements in the analysis anyway.

The TA therefore presents that a business hotel of the scale originally anticipated would generate, in AM peak, 25 arrivals, 32 departures and in the PM peak 22 arrivals, 18 departures.

The TA calculates trip rates likely associated with the proposed healthcare facility. Again, I am satisfied with the basis upon which the TRICS assessment has been commissioned. This demonstrates that for a 30 room, private hospital, vehicle trip rates of 25 arrivals, 7 departures occur in the AM peak and for the PM peak 12 IN, 18 OUT movements.

The TA has undertaken work in presenting and comparing the uses in terms of their Unit of Development. For hotel use, 1 UoD is considered to be 2.2 bedrooms. On the above calculated hotel trip rates, 1 UoD equates to 1.644 peak hour combined trips. The hospital generates a combined peak hour trip rate of 62 trips, and factored to UoD equates to 38 Units of Development. This is less than provided for within the masterplan approach, and therefore a betterment in terms of highway capacity.

The TA has demonstrated that the hospital shall have a reduced traffic impact than a hotel development on the same site, and that the development proposals have a lesser impact than provided for within the level of capacity provided via the infrastructure associated with the outline consent.

The LPA shall be responsible for agreeing any development that sits at odds with the provisions of the SPG Masterplan, however, the County Council as Highways Authority, consider that the proposals have a reduced impact than that provided for within the Masterplan, and therefore the level of trips generated shall not exceed that originally considered, and accepted subject to the provisions of the S106 agreements sought and mitigation measures agreed at the time of the original outline consent.

Given the above, the local highway network as considered and improved within the original consent, is considered as having capacity for the trip rates associated with this development. Further, as S106 obligations including measures to promote and encourage sustainable mode shift have already been secured, it shall not be appropriate for the County Council to seek further developer contributions in this matter.

Site access and layout

Site access (vehicular) is provided from Hatfield Avenue, with no access from Manor Road. The proposals do not interfere with the turning head provided off Manor Way abutting the site, which facilitates servicing to properties on Manor Way.

Site access is provided by way of improvements to the existing site access junction forming a mini roundabout served from the northern arm of Hatfield Avenue / Mosquito Way roundabout. This primary roundabout was agreed within the outline consent, and deemed appropriate for the type and volume of trips predicted. The primary roundabout is subject to ongoing work in respect of a S38 highway adoption agreement, and whilst Hatfield Avenue / Mosquito Way each represent privately maintained roads at present, these assets are intended to be adopted by the Highways Authority and on adoption shall become maintainable at public expense. The improvements to the mini roundabout (new arm) are beyond the extent of roads intended for adoption.

Minor works to the mini-roundabout are proposed, limited to provision / continuation of footpaths, and provision of tactile paving around these points. Such footways are provided at a minimum 2m width, appropriate for use by visitors / staff to the site, and therefore ensuring access from sustainable travel modes including buses.

Pre-app proposals included the provision of pedestrian access from the north of the site (Manor Way) which was welcomed given the benefits to permeability, but within pre-app comments I observed that this might facilitate increased likelihood of parking on residential roads.

All vehicle routes are a minimum of 4.2m in width, therefore enabling two way vehicle flow without difficulty, and separate pedestrian footway provision is provided.

Parking

The proposals include on-site car parking totalling 122 spaces. I note this is greater than commonly provided for by the Boroughs SPG Car Parking standards. The LPA shall be responsible for agreeing the parking provision, however I would observe that whilst the site does not afford pedestrian permeability to Hatfield Garden Village, there remains a risk that any overspill parking may take place in residential areas to the north, noting the existing footpath connections in the area.

The TA presents that the Hatfield Aerodrome Masterplan SPG presents parking standards for surgeries / clinics, and that these are to a greater level than those for hospitals. The TA seeks to present that the use of these standards is appropriate, and on this basis provides the 122 spaces which would be in compliance with the SPG. As proposed, the level of parking would reasonably provide for the operational needs of the development, and reduce the likelihood of any parking on-street. The LPA shall ultimately be required to assess this, and the views of the Boroughs own Parking Team be sought on whether any local parking restrictions to manage any concerns may be necessary.

The parking appears to be suitably provided, with spaces to a minimum of 2.4m x 4.8m, however I would highlight that spaces in proximity to the route between parking at front and rear, i.e. eastern boundary, close to the cycle parking facilities adjacent to the stretch of internal route with no parking, appear to only enjoy 5m clear behind (affecting approx. 7 spaces). This would likely result in significant difficulties in entering the spaces.

MfS identifies that a minimum 6m depth is required where bays are 2.4m in width. It is recognised that reductions on this 6m are permissible, where a degree of forward and back manoeuvring is permitted, to access the space, and therefore given this location reasonable to accept, but whether approx. 5m is sufficient should be tested through swept path. Alternatively opportunities to orientate parking in echelon arrangement, or widening carriageway at these points be explored.

This does however, affect only 5% of parking spaces across the entire site.

I would observe a discrepancy between the TA and application form. The TA (and plans, 1005 PL 202 Rev B) identify 122 parking spaces, however section 10 of the application form suggests only 115 parking spaces to be provided.

Servicing

The developer has demonstrated that large vehicles can manoeuvre within the site in order to enter / leave in forward gear. (Drwg 1005 PL002 Rev B). No swept path is provided for the roundabout access itself, however noting this junction handles vehicles associated with the neighbouring car dealership, I do not consider that there shall be any difficulties in this regard.

Travel Plan

As directed, the Developer has provided a Travel Plan (AECOM April 2015), which the Highways Authority has reviewed.

The TP is broadly acceptable, however, a number of areas for additional information have been identified, namely that the document should be reviewed to include;

- Site operation – eg. staff numbers, patient forecasts etc
- The monitoring methodology proposed relies on staff surveys and doesn't include the TRICs Standard Assessment Methodology multimodal counts required

by HCC guidance • Some more thought on targets is needed to ensure that trips and TP progress is being accurately measured, as well as just AM peak hour • The TPC for the site should attend the Hatfield Business Park site wide Travel Plan group meetings to benefit from joint initiatives and discussions.

In accordance with HCCs Travel Plan guidance (available <http://www.hertsdirect.org/docs/pdf/g/greentravelplans.pdf>) it is identified that a contribution towards the ongoing monitoring, support and engagement activities undertaken by the County Council to support business travel plans be secured, such a contribution for a travel plan of this nature shall be £6,000. This contribution, and the Travel Plan itself, should each be secured as a planning obligation.

Sustainable Transport

The site is located within reasonable walk distance from local bus stops, each provided with shelters, Kassel kerbing etc. Bus services are supported by developer contributions to the original outline consented scheme. Bus routes include connections with Hatfield Rail Station some 2km away (service 600). Site plans show secure cycle parking for upto 22 bicycles, however I would present a concern that the Bicycle racks are drawn to an incorrect scale, and as shown would not provide usable spaces (width between stands is 350mm approx.). Section 10 of the application form does not show any cycle parking being provided. The site benefits from local cycle routes, and therefore should seek to integrate and encourage (through the Travel Plan) such use of this travel mode.

Summary

The proposals do not represent any greater impact than considered within the original outline consent for the site. The proposals shall not result in any greater levels of trips generated by the site, either across the day, or within the peaks. The local highway infrastructure, and other mitigation and improvements, secured through the outline consent are sufficient to deal with the impacts of the proposal, with no additional impact expected associated with the proposals. The proposals do not require a new access, and include amended access proposals only in terms of improving pedestrian accessibility. Subject to the above, no objection is offered.

Alan Story

Date 07/07/2015

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