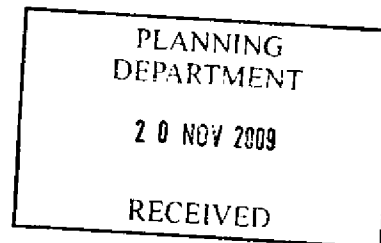


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Planning Department
Welwyn Hatfield District Council
Council Offices
The Campus,
Welwyn Garden City,
Hertfordshire
AL8 6AE



9 November 2009

Dear Sir/Madam,

DAVID LLOYD HATFIELD, ADDITIONAL PARKING: Planning Portal Reference No. PP-00520726

On behalf of David Lloyd Leisure Limited (the applicant), we hereby re-submit an application for planning permission for an extension to the car park at the David Lloyd Club, Hatfield (Planning Portal Ref No. PP-00782592).

This letter is submitted in addition to the information submitted through the planning portal including a transport statement prepared by Motion transport planning. I have not submitted an application fee as the application is a re-submission of application PP-00520726 which was withdrawn on the 26th November 2008.

The application follows in depth discussions with Damian Manhertz and Lindsay Lucas and included a meeting at the Council's offices dated the 13th November 2008.

The site is located within the Hatfield Aerodrome redevelopment site which is to the west of Hatfield town centre. Access is gained from Mosquito Way which links St Albans Road West. The immediate area comprises a range of uses and is adjacent to a new nursing home development and district centre.

The application site comprises the main two storey club building which is essentially a refurbishment and extension of the former Hatfield Hanger, a five storey tower with modest accommodation and associated external facilities and infrastructure. The external facilities include six tennis courts, outdoor pool, children's tennis area, basketball court and associated lighting. Parking (200 cars, 86 cycles) surrounds the club to the north, east and west. There are an additional 50 car parking spaces (located outside the security barrier) which are allocated for use in connection with the District Centre (currently under construction) and the adjacent care home.

The proposal is to extend the car parking area to the east of the existing service yard where two tennis courts are currently located. In addition it is proposed to move one of the tennis courts to the lawn area to the south of the club (as shown on Plan Ref L(0)001 Rev D).

Planning Considerations

Construction of the existing David Lloyd Club and its use for leisure purposes was implemented under planning permission reference S6/2002/98/FP granted by Welwyn Hatfield District Council on 11th June 2002.

This planning permission allowed for approximately 50 m² of office floorspace. However, drawings were submitted under application S6/02/97/LB to convert the fitness suite area into a combination of offices and fitness studios. There have been further applications to change the use of hotel accommodation on the second floor to office floorspace (S6/2007/0006/FP) and a staff room extension on the ground floor (S6/2007/1263/MA).

In total the change of use applications have allowed for approximately 1,415 m² of office floorspace and the current parking is inadequate to serve the club's needs.

An identical application for additional parking (S6/2008/1690) was withdrawn last year pending our investigation into further information relating to additional office floorspace that had been provided since the original approval.

The Welwyn Hatfield District Plan (adopted 2005) is the local plan for the area. The site is located within the Hatfield Aerodrome site and therefore subject to Policy HAER4 and the Hatfield Aerodrome SPG (adopted November 1999). There are also national and local maximum parking standards for which the application should be assessed against. This application seeks planning permission for 71 staff car parking spaces (4 disabled spaces) to be located in a secure area to the east of the existing service yard where there are currently two tennis courts.

With reference to the pre-application advice letter received from Mr Damian Manhertz on the 9th July 2009, we note that the applications for additional floorspace were made after the adoption of the Hatfield Aerodrome SPG and PPG13. Although the Welwyn Hatfield parking standards SPG was not adopted until 2004, the new policy regime does not differ significantly from the previous regime and, as assessed below, the proposals are in accordance with current parking standards.

Parking Standards

The relevant parking standards are the Welwyn Hatfield parking standards SPG (2004), Hatfield Aerodrome SPG and PPG13 national standards.

The Next Generation site comprises the following facilities:

- 10 tennis courts;
- Pool Area (626 m²);
- Gym area (8,566 m²); and
- Office space (1,415 m²)

The parking standards SPG (adopted 2004) have a flexible approach to the provision of car parking, with the following schedule of uses:

Use	WH Parking Standards SPG	Total
Leisure		
Tennis courts/Badminton (10)	4 spaces per court	40
Swimming pool (600 sqm)	1 space per 15 sqm	40
Fitness Centre/Sports Club (8,566 sqm)	1 spacer per 15 sqm	571
Total		651
Office (1,415 sqm)	1 space per 30 sqm	47
Total for all uses		698

Planning Policy Guidance 13, which also carries weight, requires a maximum of 1 space per 22 m² gfa for leisure uses and 1 space per 30 m² gfa for office uses. With a total leisure floorspace of 17,437 m² and office floorspace of 1,415 m², the maximum standard would equate to 840 spaces.

The parking standards are summarised in the table below.

Existing	Proposed	Parking Standards SPG	PPG 13
200	271	698	840

There is currently provision for 200 car parking spaces. A further 71 spaces would certainly not exceed either local plan or national standards.

Need for Additional Car Parking

The David Lloyd club has been open for nearly four years and has not only attracted a substantial membership of around 5,500 members but grown its other facilities. Indeed, in 2008 the Head Office of the newly merged Next Generation and David Lloyd Portfolio relocated to the site. In total approximately 200 members of staff are currently employed at the site.

The need for additional parking has arisen and resulted in over crowding in the car park at peak times with some of the members/staff parking on the local highway network. Whilst the site is readily accessible by other means of transport including provision for some 86 cycle spaces and access to a good bus network, there is still an excess demand for car parking during peak times.

To combat this demand and, in accordance with the Section 106 legal agreement, the club has successfully implemented a Green Travel Plan which targets staff travel by means of public transport, cycling and walking. There has been a significant reduction in staff travel by car to the site and an increase in walking. However, this alone is not sufficient to cater for the excess demand.

Transport Impact

As outlined above, the additional car parking is to accommodate existing trips by staff and visitors, rather than to encourage additional car traffic. David Lloyd staff and visitors have, until recently, had the benefit of using the 50 car parking spaces outside the security barrier, which are allocated for use in connection with the broader District Centre. The District Centre and Sanctuary Care Home adjacent to the site has become operational in recent months and this has put additional pressure on the existing parking facilities.

There is an existing identified problem with overspill on-street parking around the site. The District Centre and care home will inevitably place more pressure on the existing car parking provision and therefore exacerbate this problem. David Lloyd are confident that the provision of 71 staff parking spaces will eliminate overspill parking by staff and visitors, and will also reduce demand within the main car park thereby ensuring that these spaces are available for customers. As the additional car parking will not lead to additional trips to and from the site, there will be no off-site traffic impact.

To ensure that the additional car parking will not encourage car use, a Travel Plan was prepared in accordance with the Green Transport Master Plan associated with the Hatfield Aerodrome Redevelopment, and its objectives are identified as follows:

- To promote awareness of transport issues and the impact of traffic on the local environment;
- To show a commitment to improving traffic conditions within the local area;
- To influence the level of private car journeys to and from the site in order to reduce air pollution and the consumption of fossil fuels;
- To maximise accessibility to the site;
- To reduce the number of single occupancy trips to and from the site;
- To increase the proportion of journeys to and from the site by sustainable modes of transport such as walking, cycling and public transport;
- To promote walking and cycling as a health benefit to staff and members;
- To reduce the perceived safety risk associated with the walking and cycling; and
- To promote greater participation in transport related projects.

The Travel Plan includes a range of initiatives aimed primarily at reducing the number of single occupancy car trips associated with the site, such as increasing awareness of more sustainable travel modes, encouraging car sharing and introducing a Bicycle User Group. We provide a copy of the Monitoring Report for the Club which was completed in November 2009.

David Lloyd is confident that the successful implementation of the Travel Plan alongside the provision of an additional 71 car parking spaces will ensure that the 50 spaces outside the security barrier will no longer be used by staff and visitors, and will therefore be available for users of the broader District Centre as was originally intended.

Visual Impact

The additional parking would require the removal of existing hard standing lighting and fencing which form the existing tennis area.

The boundary fencing and landscaping will remain and will be supplemented by additional planting along the southern boundary and elsewhere to bring a softer edge. The existing tennis court lighting will be replaced by lower level bollard lighting. The proposals will improve the visual amenities in this area.

Conclusions

The proposal is in accordance with the requirements of the development plan and proposed parking levels still fall significantly short of the maximum national and local standards for car parking. The additional parking will assist in meeting some of the demand for additional parking at the site whilst alleviating unacceptable levels of congestion at the site and on surrounding road networks during peak periods.

We look forward to speaking with the appointed case officer once the planning application has been registered and, in the meantime, if there are any concerns or queries, please contact either Will Avery (0208182278/will.avery@cbre.com) or Ian Anderson (02071822328/ian.anderson@cbre.com).

Yours sincerely



CB Richard Ellis

cc: John Mullen – David Lloyd
Paul Guyer – David Lloyd
Lesley Lawson – Scurr
Phil Bell – Motion