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Dear Kirsty,

Re: Ocado Ltd. Gypsy Moth Lane Hatfield – 6/2021/3401 MAJ

As understood, Hertfordshire Highways require additional information surrounding the temporary removal of parking spaces during the construction period for the solar photovoltaic system as described within the planning application 6/2021/3401 MAJ. This document will summarise the proposals for submittal to Hertfordshire Highways for their comment and approval.

Design and Access Statement.

Please see below related excerpts from “REP-001 Planning DAS Ocado Hatfield v3”, the design and access statement that was included as part of the planning application to provide context concerning traffic and parking. For full details, please refer to that document.

“4.8.3 It is proposed that the solar panels are lifted to roof level via powered access at two points at the perimeter of the building. These are likely to be included on the east of the building, within staff parking locations, with the staff parking relocated for the duration of the works. The two locations have been selected to reduce foot traffic across the same sections of the roof to reduce the risk of repetitive roof damage, whilst maintaining the day-to-day functionality of the warehouse, which is more prominent on other sides of the building. Any high traffic areas would be boarded to protect the roof. Due to the point loading of a single pallet of panels, it is envisaged at this stage that a crane lift may not be viable to decant the modules to the roof, therefore lifting will be via scissor lift or similar. This will be confirmed following appointment of construction contractors, with agreement from Syzygy Consulting and the Site Management Team. All activities will be fully risk assessed and will adhere to all relevant H&S standards.”

“Construction Traffic

4.8.9 Delivery of the components shall be made directly to the development site. Due to the Site’s existing use as a Business Park, and the close proximity to the A1(M), it is considered that the road infrastructure will be suitable to support the vehicles using the local road network during the construction of the project.

4.8.10 During the construction period, heavy goods vehicle (HGV) movements will be required to deliver materials and equipment to the staging area. It is estimated that circa 15 HGV visits will be required over the construction period, plus cars and vans belonging to construction personnel.

4.8.11 In order to reduce the impact on the local road network, HGV movements will be staggered throughout the construction period, to prevent congestion and idling vehicles. It is not anticipated that road users would notice a change in the existing road use as a result of the project.

4.8.12 A traffic management plan will also be developed in close conjunction with the contractors (once appointed) and the site management team to limit disruption. This will identify the location of the Site Compound and the access route for delivery vehicles upon reaching the Site.

4.8.13 Following completion, the development will have a negligible impact on the highway network, as visits to the site are only required for maintenance purposes.”

Reduction in Car Parking Spaces.

The reduction in parking spaces is expected to be c.13 spaces during the construction phase of the project. These spaces are adjacent to the building and away from the main car parks, which house most of the parking. This area will be used for welfare and storage during the construction phase of the project. The construction phase of the project is anticipated to be, at maximum 12 weeks, with an 8-10 week construction with a week either side for site set-up and set-down. It should be noted that there is no permanent reduction in spaces, it is simply during the construction phase.

There exist two main parking areas on the site for Employees, numbering several hundred parking spaces. Each of the demarked parking areas have full existing signage, with pedestrian walkways to ensure safe passage from the car park to the site.



Figure 1 Red areas indicate location where parking to be temporarily removed during construction. Green areas highlight the ample remaining parking for staff.

It is envisaged that the c.13 spaces can easily be removed for the short construction period without impacting the existing parking strategy in any significant way. Employees who do park in this small area will be made aware of the works well in advance, and there will be adequate signage outside the fenced construction compound which highlights construction is taking place. As all workers will be familiar with the site, workers will know the current car park layouts and will likely not need to adjust their parking patterns.

In summary, whilst there is a reduction in parking spaces, in comparison to the total number on site this is very limited and will not significantly impact the operation of the site in the relatively short time that the construction will be taking place. Existing car parks, with existing signage and pedestrian routes, will be utilised in its place which will have ample parking capacity to accommodate this reduction. As the spaces are not part of the main car parking areas, it is unlikely that Employee parking will be impacted in any significant way. A full traffic management plan will be implemented by the selected Contractor that adheres to these principles.