

**Colin Haigh
Head of Planning**

Reply To: address as below
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Mr M Rolfe
Queen Square House
Charlotte Street
Bath
BA1 2LL

Date: 26 January 2018

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT
PROCEDURE) (ENGLAND) ORDER 2015**

Dear Mr Rolfe,

Application Reference: 6/2017/2625/COND

Proposed development at: Plot 4100, Gypsy Moth Avenue, Hatfield Business Park, Hatfield.

Proposal: Submission of details pursuant to conditions: 5 (details of new roads, accesses, cycleways and footpaths), 6 (Surface water drainage scheme), 7 (site investigation), 9 (Reptile Survey), 12 (details of flood lighting and external lighting) and 13 (details of open storage) on planning permission 6/2015/2043/OUTLINE dated 05/07/16

Thank you for your application requesting the discharge of the above conditions.

Condition 5 (details of new road, accesses, cycle-ways and footpaths)

The details submitted are not sufficient to discharge this condition.

Details shown on drawing 3280/130 relocate the bus shelter to a point closer to the new access. The justification for this is unclear. There are no highway benefits to its relocation and concern is voiced that it is too close to the proposed new access. There have been no discussions with the Highway Authority in regard to proposals to relocate the bus shelter. The distance moved is insufficient for it to have any benefit in terms of accessibility to stops (walk time). The relocated position provides no benefit to vehicles on Mosquito Way if a bus is in position at the stop, still providing no opportunity for safe overtaking. No evidence is available that alternative locations for the bus stop (east of junction of Trident Place / Mosquito Way) have been considered. Concern is voiced over downstream congestion impacting on the adjacent roundabout junction which would not be an issue if the stop was located further to the east. Given the above concerns, neither the Highway Authority nor the

Local Planning Authority are not satisfied that the suggested bus stop location is appropriate.

The provision of Kassel kerbing for the shelter, and the requirement to provide dropped tactile kerbing to serve the pedestrian crossing (refuge) on Mosquito Way in advance of right hand turn lane, presents concerns over the gradient of transition between these opposing levels in such close proximity to each other.

The Highway Authority remain concerned that the refuge is insufficient in width (at back edge) to accommodate cyclists safely. TA91/05 (DMRB) Provision for Non-Motorised Users Summary directs "6.19 ...The preferred crossing width for cyclist refuge islands is 3.0m to 4.0m (2.5m at constrained locations)."

Drawing 3280/130 Rev 5 features inconsistencies – whilst described as 1:500 at A1 – the scale bar does not conform to this. Introducing concerns for scaling.

Whilst corduroy tactile is provided at both ends of the segregated cycleway either side of the new access, and therefore the crossing is unsegregated shared space, this shall introduce a departure from the desire line and introduce greater risk of conflict between pedestrians and cyclists by encouraging them both to gravitate towards the wider area provided in the refuge. In the absence of a Stage 1 RSA demonstrating that the use of the refuge island for all road users the Highway Authority remain concerned with the proposals.

Reference to vehicle tracking, drawing ITB13336-GA-007 demonstrates that opportunities exist to increase the size of the refuge without affecting the general location of the access / egress.

Condition 6 (surface water drainage)

The surface water drainage details are acceptable to discharge this condition, in accordance with the Proposed Drainage Strategy (by Eastwood & Partners Consulting Engineers, document number SJE/MW/41753 Rev B, January 2018) and read in conjunction with the Flood Risk Assessment (by Eastwood & Partners Consulting Engineers, document number 41753-001, September 2017).

Written confirmation has also been provided by the management company of the surface water sewer network that they are accepting the proposed discharge rates at the proposed location.

Condition 7 (site investigation)

The submitted Site Investigation Report is sufficient to discharge this condition.

Condition 9 (reptile survey)

The submitted Reptile Survey Report (by RPD, 27 October 2017) provides a satisfactory survey methodology and no reptiles were found. No mitigation is

necessary and no further action is required. As such, this condition is satisfied and discharged.

Condition 12 (details of flood lighting and external lighting)

The details submitted are acceptable in accordance with drawing numbers: 17.046/E/26 Rev / P0 & 17.046/E/27 Rev / P0 and documents titled: 17.046 JLR, Aston Martin, Maclaren; Hatfield; External Lighting _Car Parks & 17.046 JLR Aston Martin, Maclaren External Lighting_JLR building Roof Deck Car Park.

Condition 13 (Details of open storage)

There is no requirement for this condition to be discharged in this case as no compounds for storage of building materials, topsoil, or other arisings, have been proposed at Plot 4100.

It is acknowledged that 'Proposed Site Plan Copy 1' (Drawing number: 3280/030 Revision G), has been submitted showing a Substation and Condenser compound, however such structures are not relevant to this condition.

Having regard to the above, insufficient information has been submitted to discharge condition 5, however I am pleased to discharge planning conditions: 6, 7, 9 & 12. Condition 13 is not required to be discharged in this case. Please note that the development must not be carried out other than in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Should you require any clarification regarding the contents of this letter, please do not hesitate in contacting me on the above number and I will be pleased to advise you further.

Yours sincerely,

A handwritten signature in cursive script that reads "David Elmore".

David Elmore
Senior Development Management Officer