

**From:** [REDACTED]  
**Sent:** 23 May 2017 12:04  
**To:** Planning  
**Subject:** Planning application 6/2017/0550/MAJ - Land adjacent to Porsche Garage

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

**District ref:** 6/2017/0550/MAJ  
**HCC ref:** WH/77/2017  
**HCC received:** 05/04/2017  
**Area manager:** Manjinder Sehmi  
**Case officer:** Alan Story

**Location**

Land adjacent to Porsche Garage  
Hatfield Avenue  
Hatfield  
AL10 9UA

**Application type**

Full application

**Proposal**

Erection of a 75 bed elderly care home development (C2) with 20 parking bays and associated landscaping.

**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:

Planning obligation

Travel Plan Travel Plan monitoring and support contribution payable to the County Council - £6,000

Conditions;

1) Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) the proposed access /on-site car and cycle parking / servicing / loading, unloading / turning /waiting area\*\* 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.

2) Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved Landscaping plan. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway. Reason: In the interests of highway safety.

3) 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.

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 application provides for the development of a 75 bed care home (C2) situated on part of plot 6000 of the Hatfield Business Park, adjacent to the existing Porsche garage. HCC are mindful that the remainder of plot 6000 enjoys consent for the construction of a healthcare facility providing 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 (district reference S6/2015/1061/MA, HCC comments dated 7/7/15 refer)

The scheme was 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.

Associated with the grant of consent to the healthcare facility (S6/2015/1061/MA) a deed of variation to the S106 was secured (6 April 2016) which has the effect of enabling healthcare use classes on the site, as well as specific provision (para. 1.7) that enables the balance of the Healthcare / Hotel site (plot 6000) to be used as a hotel on the assumption the healthcare development proceeds (under construction as at date of this response) and enables this further development to be provided at no greater than 21 units of development and to no more than 3 storeys in height.

### Trip rates

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. As above, the remaining UoD balance for this site, within the overall outline consent, is set to 21 UoDs.

The application is submitted supported by a Transport Statement (S.A.J Transport Consultants, Dec 2016)

The TA establishes the likely trip generation characteristics of the care home using the TRICS methodology. I have satisfied myself that TRICS assessment is appropriate.

The TA concludes that the development proposals will generate 9 vehicle trips in the AM peak and 15 vehicle trips in the PM peak. The TA however does not consider this level of trip attraction with respect to the principle of Units of Development as set forth in the original S106.

1 UoD may be considered as 1.6 vehicle trips in the peak hour, and applied to the AM peak trip rate of 9 vehicles identifies that the development proposals may be considered as 5.6 Units of Development. The development is therefore within the maximum limit set forth in the DoV. The Highway Authority, at the time of the 2000 Outline consent secured the necessary improvements to the local road network and infrastructure requirements in terms of encouraging sustainability of the site such that the entire Business Park development traffic could be accommodated locally. 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.

The trip impact of the development is already accepted by the Highway Authority, and does not exceed previously agreed total limits for the development as a whole.

### Access

The site shall be served by vehicle access onto a shared approach to the Healthcare facility and Porsche garage. The access arrangements appear appropriate, providing sufficient width for two way movement and visibility is unconstrained subject to landscaping plans, and condition. It is noted that whilst Hatfield Avenue is subject to adoption procedures by the Highway Authority, the extent of the limits of adoption do not include this shared access, and therefore works will be on private land with no necessary s278 agreement.

The interaction of the shared approach junction to these plots with Hatfield Avenue does not identify any accidents locally, and the proposed development is not considered shall be contribute to any highway safety concerns.

### Pedestrian Access

Footway provision to the site is available, to the Eastern side of the access. Opportunities should be encouraged to provide appropriate tactile paving to all dropped kerb crossing points around the shared junction to ensure that pedestrians with a visual impairment are directed safely to the site Servicing

Servicing of the site appear acceptable, with manoeuvring of service vehicles achievable within the curtilage of the site and allowing access and exit in a forward gear (as demonstrated in swept path figure 5 to the TS). Arrangements for waste collection would be acceptable in terms of carry distances. Given building height – the views of the Fire and Rescue Authority should be sought in terms of whether access for emergency vehicles (ALPs) is required, however, sufficient space exists for access and operation of standard fire tenders in use by the fire authority.

### Parking

The proposals include on-site car parking totalling 20 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 Hatfield Aerodrome Masterplan SPG does not set parking standards for the use class presently sought. The LPA shall ultimately be required to assess the adequacy of parking, 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

Sustainability 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 6 bicycles. The scale of the development (at 75 bedrooms) is above the threshold defined within the Highway Authorities policy (available <http://www.hertsdirect.org/docs/pdf/g/greentravelplans.pdf>) towards travel plans requiring all development of this use class to provide a Travel Plan to influence and control staff / visitor travel patterns for developments above 50 bedrooms. Such a requirement should be secured by way of a S106 obligation.

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

### Conclusion

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

**Alan Story**

**Date 23/05/2017**

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