

Ann Helmke

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From: alan.story@hertfordshire.gov.uk  
Sent: 20 June 2019 11:30  
To: Planning  
Subject: Planning application 6/2019/1338/FULL - De Havilland Campus, University of Hertfordshire

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

**District ref:** 6/2019/1338/FULL

**HCC ref:** WH/158/2019

**HCC received:** 14/06/2019

**Area manager:** Nick Gough

**Case officer:** Alan Story

**Location**

De Havilland Campus, University of Hertfordshire  
Hatfield  
AL10 9UF

**Application type**

Full application

**Proposal**

Change of use from entertainment and leisure (Use Class D2) to teaching facility (Use Class D1)

**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.

It is understood that Club De Havilland provides a conference venue, and in addition to office and ancillary spaces provides three function rooms (Club Lounge 369m<sup>2</sup>, Bar Metro 87m<sup>2</sup>, and Comet Lounge 125m<sup>2</sup>) and provides accommodation for, respectively, 220, 75, 120 persons). At first floor facilities already exist for teaching.

Development proposals provide for additional floor area by providing mezzanine to the Comet Lounge, providing additional space at first floor.

It is unclear whether the facilities enable additional student numbers, or provide additional facilities for existing cohort, however the Highway Authority recognise that the development does not increase the existing level of car parking across the University Campus. Whilst the D2 use, reasonably, is mostly used evenings / weekends and relies upon available car parking at a time that student usage is low, the change to education facilities would more likely occur alongside existing university hours. The availability of existing parking on-site and levels of use are such that there is limited capacity to enable additional private vehicle trips to the site. Similarly, whilst the additional 333m<sup>2</sup> of floor area might otherwise represent additional

trips, they too shall be constrained by the availability of parking, and the parking management imposed by the University.

The University Campus is well served with bus services from the wide area, and the University has a campus wide Travel Plan that encourages non-car modes of travel. Considering the wider area, there are limited opportunities for on-street parking, and the area is well served in terms of footpaths and cycleways that enable students to access the campus by non-car modes.

The loss of the D2 use has the potential to reduce weekend and evening vehicle trips on the network, and I do not consider that the teaching facility (D1 use class) will result in additional private vehicle trips to the site.

On behalf of the Highway Authority, I consider that development proposals are unlikely to have a material impact on local highway conditions and therefore have no reason to restrict grant of consent in this matter.

**Alan Story**

**Date 20/06/2019**

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