

Hatfield Town Councils Planning, Environment and Policy committee wish to raise a major Objection on many issues;

Property Mix and Design

This a large development with a large number of 1 bedroom dwellings - about 40% of the total. These dwellings are likely to attract students and the 2 & 3 bedroom flats, couples and families. This is a difficult mix and is unlikely provide a cohesive community.

Restrictive covenants or planning conditions needed to restrict occupation of 2 and 3 bed apartments to family units. Put restrictions on use as HMo's. The design appears to lack any social housing.

This site is best suited to student living, a mix of semi communal and 1 bed room 2 person accommodation

If redesigned as student accommodation, many concerns fall away and car parking could be reduced to sustainable development levels of 0.6 or less spaces per dwelling

Is one of the two lifts in each tower, big enough to function as a goods lift?

There is no Mention of the BREEM rating - it should achieve excellent

Massing - North side of building – this is long and heavy mass

The Design and Access Statement makes reference to being inspired by local buildings with a strong horizontal design elements (which are positive features) and says the design reflects these. in fact, the dominant lines are the bulky vertical columns, so the design is markedly different to the buildings referenced in the statement.

Site History

The Site History element of the design and Access statement is full of errors

Sustainable location, Travel Plan, Access and Parking

The development is described as being in a sustainable location. The development requires a travel plan, but it has almost no measures. People change their travel choices following life events, waiting 6 months before offering intervention is a missed opportunity as they will have already adjusted their transport, and if it means buying a car, they will not give it up. The Travel Plan process needs to offer support before people move in, offering a personal planning session and voucher to experience local bus travel for 1 month free of charge, first years membership of the car club and some complimentary use. The car club cars should be electric.

The Transport report and Travel Plan are a cut and paste from planning application in London. There are still mention of tube journeys in the journey type matrix and Oyster cards The disabled parking spaces at the front (why are they there) are accessed by passing in front of the main entrance - poor design adds vehicle/pedestrian conflicts. It is unclear

how deliveries will be made from HGV's to the front doors. Removal vans cannot get into the car park or close to the block entrances. this could result in vehicles queuing on the dual carriageway to enter the site - Hazard .

It is likely that the refuse lorries will attempt to reverse into the site from the dual carriageway or three point turn in the pedestrian area outside the main entrance. Any vehicles stopped or reversing near the main access will result in vehicles queuing on the dual carriageway to enter the site - Hazard

Would the Highway Authority require closing access from Comet Way. The developers should instead promote a shorter access road from Parkhouse Court

The Developers should make the development more porous, with pedestrian/cycle access too Parkhouse shops and to Mosquito Way

Access to open space

Application fails to provide outdoor green space or access to offsite green space. The development provides 82 2 and 3 bedroom flats - family dwellings, that will need access to greenspace and child play areas.

Access

The Highway Authority has a policy of removing accesses to A road when a site is redeveloped, the proposed access is therefore contrary to the HA's policy and an alternate location should be found - there is a possible access on to Clarkton Court, which passes behind the shops and flats adjacent to the site. Alternatively the existing vehicle access between the car park and Parkhouse Court could be repurposed to form the motorised access to the development.

We disagree that the access to the site is safe. The pattern of arrivals and departures for residential is different to that of a hotel, with more manoeuvres in the AM and PM peaks. It's not just numbers, its site specific. Given the platoons of traffic generated by the Comet Hotel roundabout traffic signals, a vehicle slowing right down to turn left is likely to lead to rear end collisions and near misses, which will not be recorded in the official statistics as they rarely result in injuries.

The access to the site should be a continuous footway and most importantly cycleway and a discontinuous carriageway. This requirement adds to the safety concerns as drivers will be more concerned about fast moving traffic behind them, rather than the vulnerable pedestrians and cyclist in front of them.

This mixture of strategic policy, site specific issues of platooning traffic and vulnerable road users, means that the access needs to go elsewhere

EV Charging

I understand that 100% of parking spaces are now required to have EV charging facilities. This development would have 10%.