



**CUSHMAN &
WAKEFIELD**



**DAVID LLOYD HATFIELD
HATFIELD BUSINESS PARK
THE HANGAR
HATFIELD
AL10 9AX**

DECEMBER 2017

**PLANNING STATEMENT
FOR
DAVID LLOYD LEISURE**

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1. Introduction

On behalf of David Lloyd Leisure (David Lloyd), Cushman and Wakefield has been instructed to submit a planning application for the extension of an existing car park at David Lloyd Hatfield.

This document should be read in conjunction with the following documents and drawings submitted with this application:

- Cover letter - prepared by Cushman & Wakefield
- Site Location Plan (1:1250) - prepared by Cushman & Wakefield
- Existing Site Plan A-09-000 (1:500) - prepared by Hadfield Cawkwell Davidson
- Existing Site Plan Part A-09-001 (1:200) - prepared by Hadfield Cawkwell Davidson
- Proposed Site Plan Part A-90-001 (1:200) - prepared by Hadfield Cawkwell Davidson
- Proposed Car Park Extension A-90-001 (1:100) - prepared by Hadfield Cawkwell Davidson
- Proposed Car Park Extension Detail A-90-002 (1:100) - prepared by Hadfield Cawkwell Davidson
- Transport Assessment - prepared by Motion

This supporting planning and need statement contains 6 sections:

- Section 2 of this statement provides a brief background into David Lloyd;
- Section 3 provides a summary of the site and the surrounding area and relevant planning history;
- Section 4 describes the proposal;
- Section 5 reviews the relevant national and local planning policy;
- Section 6 assesses the key planning considerations; and
- Section 7 provides a conclusion to the Statement.

2. Background

David Lloyd Leisure Ltd

David Lloyd Leisure Ltd (David Lloyd) is Europe's premier health, racquets and fitness provider.

David Lloyd has operated for over 30 years and owns some 86 David Lloyd clubs in the UK and a further ten across Europe, alongside two Harbour Clubs. The company has recently disposed of its David Lloyd Studios, a smaller, high street concept, to Orangetheory Fitness, who is a new entrant to the UK Health and Fitness market in order to concentrate on their core business of Racquets and Health Clubs.

The business has some 475,000 members and is a significant employer in the health and fitness market, employing over 6,000 people, including an expert health and fitness team of over 1,800 professionals alongside more than 400 tennis coaches.

David Lloyd's racquets facilities are unrivalled in the UK, with some 800 tennis courts, 180 badminton courts and 140 squash courts.

In addition to the racquets facilities, across all clubs, David Lloyd has over 150 swimming pools and the company offers more than 10,000 exercise classes every week.

David Lloyd also provides significant coaching programmes for children, both as part of the operation for the club and as 'outreach' to local schools, colleges and other organisations. It is estimated that every week some 20,000 children swim and some 12,500 are coached to play tennis at David Lloyd clubs.

In addition to the core activities of racquets and health and fitness, a number of clubs also benefit from health and beauty spas, lounges, food and beverage, crèches, nurseries and specialist sports shops.

3. Site and Surrounding Area

The site extends to 2.177 ha and comprises the staff parking facilities within the David Lloyd Hatfield facility.

David Lloyd Hatfield is located within the administrative boundary of Welwyn and Hatfield Borough Council. It is located within the former Hatfield Aerodrome development area and is situated approximately 600 metres north west of Hatfield town centre.

The aerodrome development area occupies some 322 hectares and comprises a mix of land uses including residential, retail, education, employment and leisure. The club is located to the south of Tamblin Road adjacent to the Sanctuary Care nursing home.

The hangar building itself is a Grade II* listed building. The application site is on the south western most boundary of the wider Hatfield facility, the furthestmost point from the listed building.

The site is located in Flood Zone 1 and therefore has the lowest probability of flooding.

3.1. Planning History

We have undertaken an online appraisal of planning applications available on the site using the Welwyn and Hatfield's online planning search. There are several minor applications on the site which we consider are not relevant to the proposals and as a consequence are not rehearsed here. The most relevant applications are set out in the table below.

Reference	Description	Decision	Date
S6/2009/2589/MA	Relocation of tennis courts to lawn area, installation of tennis court fencing and extension of car parking facilities	Granted	17/06/2010
S6/2009/1019/FP	Relocation and resurfacing of tennis courts to lawn area	Granted	11/08/09
S6/2010/0466/FP	Extension to car park facilities	Withdrawn	08/09/09
S6/2008/1690/MA	Relocation of tennis courts to lawn area and extension of car parking facilities	Withdrawn	25/11/08

4. Proposal

David Lloyd is seeking to increase the staff car parking numbers at their Hatfield facility. The proposals include converting outdoor tennis court number 3 into 24 new parking bays. The proposals also seek the addition of 3 new bays within the existing staff parking area on surplus areas on land.

A new chain link fence to match the existing is being proposed at the boundary between the new car park and tennis court number 2.

Access to the site will remain as existing, the proposals will just extend the staff parking area further west and increase the parking numbers to 91, from 70 (not including the four disabled bays).

The detail of road surfacing and pipework are included on drawing A-90-002. This includes details of the finished road surface, pipework material and typical kerb sections.

5. Planning Policy Context

In this section, we set out the key planning policies relevant to this planning application.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that regard is to be had to the development plan when determining planning applications; and that decisions shall be made in accordance with the plan, unless material considerations indicate otherwise.

In this case, the development plan comprises Welwyn Hatfield District Plan 2005. Other relevant guidance to this application is set out in the Welwyn Hatfield District Plan – Parking Standards Supplementary Planning Document 2004 (SPD).

The draft Local Plan has been submitted for Examination. As it is not adopted, it can therefore only be afforded some weight, however, it is useful in understanding the Council's direction of travel.

At the national level, the National Planning Policy Framework (NPPF) is a significant material consideration in the determination of planning applications, and those policies of relevance to this planning application are considered below in the first instance.

5.1. National Planning Policy Framework 2012 (NPPF)

The National Planning Policy Framework (NPPF), published in March 2012, sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 32 on the NPPF states:

'All developments that generate significant amounts of movements, as determined by local criteria, should be supported by a Transport Statement or Transport Assessment. Planning policies and decisions should consider whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.*

Paragraph 29 sets out guidance on transport sustainability and states that:

'the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas'

Paragraph 30 recognises that:

'local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport'

The NPPF provides guidance to local planning authorities and states that:

'If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *The accessibility of the development;*

- *The type, mix and use of development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *An overall need to reduce the use of high-emission vehicles'*

However, the ministerial statement released on 25th March 2015 stated that:

'Parking standards are covered in paragraph 39 of the National Planning Policy Framework. The following text now needs to be read alongside that paragraph: "Local Planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network'.

5.2. Welwyn Hatfield District Plan (2005)

The Welwyn Hatfield District Plan ('the District Plan') was adopted in 2005. Some policies were saved in 2008 and will be replaced with the adoption of the New Local Plan (which is currently undergoing Examination by an Inspector).

The most relevant policies from the District Plan are set out below.

Policy CLT1: Protection of Existing Leisure Facilities - *Planning permission will not be granted for proposals involving the loss of any existing outdoor or indoor recreational or leisure facility unless:*

- *It can be clearly demonstrated that there is no longer a current demand for such a facility for either recreational, leisure or community use, or any real prospect of a demand arising within a realistic timescale; or*
- *It can be clearly demonstrated that an acceptable alternative means of meeting any such demand is or will become available, before the loss of the existing facility; or*
- *The new development consists of, incorporates or provides, an appropriate alternative recreational or community facility.*

Demand should be assessed according to the nature of the existing recreational facility in question.

The supporting text to Policy CLT1 recognises that the Council cannot prevent the closure of privately run or commercial facilities but is concerned to ensure the provision of an appropriate range of suitably sited leisure opportunities. To this end, the Council wishes to encourage new venues as well as protect existing facilities from loss to a non-recreational/community use.

Policy M2: Transport Assessments - *Developers of major new traffic generating developments will be required to submit a transport assessment with the planning application. This must demonstrate the measures to be taken to minimise vehicular movements through improvements to passenger transport, pedestrians, and cycling facilities and state whether new highways works or traffic management measures will be required.*

Policy M5: Pedestrian Facilities - *Wherever possible and practical the Council will seek improvements in facilities for the safe and convenient movement of pedestrians. The Council will require proposals for new development to give priority to pedestrian access in their layouts through the inclusion of safe and direct routes linking to existing or proposed footpath networks and facilities.*

Policy M6: Cycle Routes and Facilities – *The Council will require proposals for new development to encourage cycling through the inclusion of safe cycle routes and parking for*

cycles, and where appropriate secure waterproof storage and changing and showering facilities for cyclists. New cycle routes should link within existing or proposed cycle paths.

Policy M14: Parking Standards for New Development – *The Council will require parking provision for new development to be made in accordance with the standards set out in the Council’s supplementary planning guidance on parking. These standards represent the maximum allowable provision, except for cycle parking and car parking for disabled people where the standards represent the minimum allowable.*

Policy HATAER1 Hatfield Aerodrome: Sustainable Development of the Site -*The development of the whole of the area will be based on the principles of sustainability. This will apply to all aspects of the development including layout, mix of uses, orientation and design of buildings, energy efficiency and the need to provide an integrated transport system. The sustainability tests and principles which were developed to assess the content of the Hatfield Aerodrome masterplan, will be used to assess whether individual planning applications are in conformity with this policy.*

5.3. Welwyn Hatfield District Plan Parking Standards SPG 2004

The parking standards for the Welwyn Hatfield District are set out in a Supplementary Planning Guidance ‘Parking Standards’ and were adopted in 2004 and therefore precedes the NPPF and the ministerial statement of March 2015. A summary of the maximum parking standards pertinent to these proposals are set out below:

Land Use	Provision (GEA)
Tennis / Badminton	4 spaces per court
Swimming Pool	1 space per 15 sqm
Fitness Centre / Sports Club	1 space per 15 sqm
Office	1 space per 30 sqm

5.4. Welwyn Hatfield Draft Local Plan

The Welwyn Hatfield Draft Local Plan (‘Draft Local Plan’) has been submitted for Examination and is anticipated to be adopted in early 2018.

Whilst only some weight can be afforded to these policies, it is useful to understand the Council’s direction of travel. The most relevant policies in the draft Local Plan are set out below.

Policy SP6: Community Services and Facilities - *The Council will make sure that communities can easily access a range of community services and facilities by:*

- *Guarding against the loss of existing community facilities;*
- *Allowing for the expansion or enhancement of existing community facilities to assist continuing viability, particularly in areas where new development will increase demand;*
- *Promoting accessible, strategic locations, particularly town centres, for community facilities and services that serve a wider area than local neighbourhoods or villages;*
- *Working with developers, partners, the community and voluntary sector, on the wider use of buildings, dual use and co-location of services in accessible places and also to address gaps in existing provision;*
- *Supporting alternative community uses for community facilities that are no longer needed for their current purpose;*
- *Making sure that existing community facilities and services are improved to meet the day-to-day needs of new and existing residents; and*

- Requiring new neighbourhoods to provide for needs of the new communities created by that development.

Policy SADM 7: New community services and facilities and losses of community services and facilities states (*inter alia*) that:

Planning permission will only be granted for proposals involving the loss or change of use of community services or facilities in the following circumstances:

- It can be clearly demonstrated that there is no longer a current demand for such a facility or for alternative recreational, leisure or community use, or any real prospect of such a demand arising within a realistic timescale; or
- It can be clearly demonstrated that an acceptable alternative means of meeting any such demand is or will become available before the loss of the existing facility; or
- The new development consists of, incorporates, or provides an appropriate alternative recreational or community service or facility, either on site or within the vicinity, of equivalent or better provision in terms of quantity and quality in a suitable location accessible to the local community. Demand should be assessed according to the nature of the existing facility in question.

Policy SP4: Transport and Travel - Consistent with the vision and objectives of this Local Plan, the Council will seek to support both planned growth and existing development with appropriate transport infrastructure, with the emphasis on promoting the use of sustainable modes of travel and on improving safety for all highway users. The Council will work together with the County Council as the local highway authority, Highways England, public transport operators, developers and other relevant bodies to design and fund improvements to transport infrastructure where these are necessary to support growth or to improve accessibility to existing centres, employment areas and community facilities.

Policy SADM 2: Highway Network and Safety - Development proposals will be permitted provided:

- There would be no unacceptable impacts on the local and /or strategic transport network. Development proposals which generate a significant amount of traffic movements must be accompanied by either a Transport Assessment or Transport Statement as appropriate in accordance with the criteria in the Hertfordshire County Council Highway Design Guidance;
- There would be no negative impacts on highway safety;
- They are designed to allow safe and suitable means of access and site operation; and
- They provide satisfactory and suitable levels of parking.

Policy SADM 3: Sustainable Travel for All - All developments at or above the thresholds set out in Hertfordshire County Council's Hertfordshire Travel Plan Guidance will be required to submit a Travel Plan as part of a planning application.

Development proposals should make provision where appropriate for:

- Cyclists, through safe design and layout of routes integrated into new development and the wider cycle network and provision of secure cycle parking and where appropriate changing facilities.
- Pedestrians (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network.
- Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer walking and cycling opportunities.

- *Public transport, through measures that will improve and support public transport and provide new public transport routes.*
- *Community transport, through the implementation of Travel Plans where appropriate (for example including measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes).*
- *Servicing and emergency vehicles.*
- *Facilities for charging plug-in and other ultra-low emission vehicles.*

Policy SADM 12: Parking Servicing and Refuse - *The type and quantum of vehicle and cycle parking provided within development proposals will be informed by the standards set out in the Council's parking standards taking account of:*

- *The site's location and accessibility to public transport, services and facilities;*
- *The nature and degree of parking demand likely to be associated with the development and opportunities for shared parking; and*
- *The need to promote more sustainable forms of travel within the borough.*

The siting, layout and design of vehicle and cycle parking, including detached garage blocks, within development proposals will be required to ensure an attractive and coherent street scene is maintained, not prejudice the wider functionality of public and private space, and create an effective functional link and relationship with the buildings and areas they will serve.

Electric vehicle charging points will be incorporated into parking areas for new neighbourhood centres and the necessary infrastructure provided for major residential schemes.

6. Planning Assessment

David Lloyd Hatfield currently requires additional parking to meet the demand for staff parking.

6.1. Principle of Development

The car parking facility at David Lloyd Hatfield in its current design and numbers is failing to meet clubs and club member's needs. The need for additional parking has arisen and resulted from overcrowding at the facility during peak times with some of the members and staff having to park off-site, on Tamblin Way. Whilst the site is accessible by other means of transport there is still an excess demand for car parking during peak times by both staff and members. Furthermore, whilst David Lloyd make a conscious effort to promote sustainable modes of transport, due to the operating hours of the business sustainable transport modes are not always readily available or not considered to be safe during early mornings and late evenings.

David Lloyd, Hatfield are therefore looking to expand the existing car park by converting the outdoor tennis court (Court 3) into 24 new parking bays and adding 3 new bays within the existing staff parking area on surplus areas of land. The additional spaces will alleviate the congestion and conflict, which is impacting member and staff experience.

Policy CLT1 of the Welwyn Hatfield District Plan and Policy SADM 7 of the Welwyn Hatfield Draft Local Plan states planning permission will be granted for the loss of existing outdoor or indoor recreational or leisure facility when it can be clearly demonstrated that there is no longer a current demand for such a facility and alternative means of meeting any such demand is or will become available. Currently all four outdoor courts are not in use for 79% of the total bookable hours, therefore the reduction of courts from four to three will not impact usage and members opportunity to play outdoor tennis. The facility further provides seven indoor tennis courts, providing members sufficient space to train and play.

The loss of the tennis courts will not have major impact on member's opportunities to play tennis, but will in fact help support the continued use of the site as a leisure facility. This coincides with national policy which states support should be provided where existing business sectors are expanding or contracting and should further be flexible in their policies to accommodate needs not anticipated and local policy Policy SP6: Welwyn Hatfield Draft Local which adds the council will allow for the expansion or enhancement of existing community facilities to assist continuing viability and make sure that existing community facilities and services are improved to meet the day-to-day needs.

Furthermore, the parking standards relevant to this application are those within the Welwyn Hatfield Parking Standards SPG (adopted 2004) and those within the NPPF as amended in March 2015. The proposed additional 27 car parking spaces, resulting in a total provision on site of 351 is still significantly lower than the maximum standards permitted by local and national policy.

6.2. Transport

The purpose of the additional car parking is to properly manage the existing car parking demand associated with the site and avoid overspill parking rather than to accommodate additional staff or attract new business. On this basis, it is not anticipated that the additional car parking will result in a material change in traffic movements associated with the site.

In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of 30 vehicle movements in any hour should be subject to more detailed assessment. The proposed development however is for the introduction of 27 additional car parking spaces and therefore even if all the new spaces are filled by vehicles arriving within the same hour, the number of vehicular movements will be less than 30.

Furthermore, the proposed development will not result in any advance disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact. Therefore, it is concluded that the proposal would not result in a material impact from a highway and transportation perspective.

In accordance with Policy M2 further information regarding transport and highways please refer to the Transport report produced by Motion which is submitted as part of this planning submission for further information regarding transport and highways.

6.3. Design

From a design perspective, local policy states developments must respect local character and contribute positively, to its surroundings based on a thorough understanding of the site, its context scale, and height and massing. The proposed car park is being installed in an area which adjoins to the existing car park. The proposed location was chosen due to its connection to the main David Lloyd facility and the existing car park. The car park will be constructed in a manner which complements the pre-existing car park.

Drawings and proposed car park have been produced by HCD and are included within this submission. Please refer to them for greater detail regarding design and amenity.

6.4. Amenity

The proposed car park is in compliance with council and national policies relating to the amenities of occupants and neighbours, including in terms of privacy, outlook, sunlight/daylight, and noise and disturbance. The car park is being installed within the existing larger leisure complex, where existing hard surfacing, tennis courts and lighting already reside, thereby complementing the already built-up area.

Drawings and proposed car park have been produced by HCD and are included within this submission. Please refer to them for greater detail regarding design and amenity.

6.5. Summary of Conclusion

To conclude, the proposed car park will help elevate the current pressures on the facility and improve member experience.

It is in our view the proposed car park can fulfill the current need demonstrated by both the business and the members, all whilst having no substantial material impact on the site and surrounding area

7. Conclusion

The site is currently occupied by the David Lloyd as a health and leisure facility. The site is located in Welwyn and Hatfield Borough Council. It is located within the former Hatfield Aerodrome development area on Tamblin Way, just off Mosquito Way.

David Lloyd, Hatfield are looking to expand the existing car park by converting the outdoor tennis court 3 into 24 new parking bays. The proposals also seek the addition of 3 new bays within the existing staff parking area on surplus areas on land. The additional spaces will alleviate the congestion and conflict, which is being caused by the lack of sufficient car parking spaces for both staff and members.

Local and national policy stipulates the loss of indoor or outdoor recreational facilities will be accepted where the loss of existing outdoor or indoor recreational or leisure facility will not impact demand for such a facility and alternative means of meeting any such demand is or will become available. Currently all four outdoor courts are not in use for 79% of the total bookable hours, therefore the reduction of courts from four to three will not impact usage and members opportunity to play outdoor tennis.

In terms of transport it is typically accepted that proposals resulting in an increase of 30 vehicle movements in any hour should be subject to more detailed assessment. The proposed development however is for the introduction of 27 additional car parking spaces and therefore even if all the new spaces are filled by vehicles arriving within the same hour, the number of vehicular movements will be less than 30.

Furthermore, the proposed development will not result in any advance disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact. Therefore, it is concluded that the proposal would not result in a material impact from a highway and transportation perspective.

It is considered that the proposal is fully accord with National and Local planning policy to make most efficient use of land, maximise the use of the Centre and improve the customers overall experience. No internal or external changes are proposed as a result of these proposals. Furthermore, the proposed extension will not encourage more drivers/trips but simply improve the experience and reduce impact on the public highway. David Lloyd would seek to implement the proposed use as soon as possible upon grant of planning permission.

If you have any further queries, please do not hesitate to contact Anna Gadd at anna.gadd@cushwake.com in the first instance.