

From: alan.story@hertfordshire.gov.uk
To: [Planning](#)
Subject: Planning application 6/2018/3255/FULL - Plot 5610
Date: 28 January 2019 15:44:09

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

District ref: 6/2018/3255/FULL

HCC ref: WH/11/2019

HCC received: 11/01/2019

Area manager: James Dale

Case officer: Alan Story

Location

Plot 5610

Hatfield Business Park

Gypsy Moth Avenue

Hatfield

AL10 9BS

Application type

Full application

Proposal

Erection of a pre-delivery inspection facility (Use Class B8), together with car storage area, staff car parking, cycle parking, boundary treatment, landscaping, lighting and access

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:

1) Prior to the first use of the development hereby permitted the proposed access / onsite car parking / servicing / loading, unloading / turning /waiting areas 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 construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

2) Prior to the first use of the development hereby permitted a scheme for the parking of cycles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose. Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018)

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.

Reason; To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Advisory Notes;

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 scheme has to be 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.

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.

The trip rates for the park as a whole were agreed by the Highway Authority under the outline consent, imposing the upper limit of development set out within clause 4.139 of the S106. Schedule 16 of the same document sets out the applicable quantum of development against each land use that equates to 1 unit of development.

The S106 specifies that the maximum permitted floor area for B8 across the consented Business Park shall be 45,342m². Across the Business Park, B8 use is considered as representing 1 unit of development per 340m² of B8 space. 1 UoD is the equivalent in terms of vehicle trip rates to the traffic generated by 100m² of B1 use class, and would be insignificant within overall daily flows. The development proposal, at 963m² represents 2.8 Units of Development, and it is the understanding of the Highway Authority that the maximum number of units of development permitted under the outline scheme has yet to be reached.

The following comments are predicated on the above assumption. In dealing with 6/2015/2043/OUTLINE, which sought outline planning permission, with all matters reserved expect access, for: flexible uses B1(a/b), B1c/B2 and Sui Generis up to the equivalent floor space for the remaining undeveloped 'Units of Development' (UD) for each Use on plots 4100, 5000 and 5600; and, a hotel use up to 59 Units of Development on plot 6000. At such time it was understood there remained 479 UoDs undelivered within the Outline consent, however recognised that since such time the Hospital (plot 6000) , B8 use (Plot 5000) and Motor vehicle garage / showroom (Plot 4100) have each received consent.

Given HCCs acceptance of this level of trips, and that mitigation sought through the outline consent was deemed necessary and sufficient to accommodate the overall development

The HA have previously established that the highway interventions provided for within the Outline consent, and subsequent planning obligations, shall be sufficient for the development proposed. On the basis that this use is within the remaining, undelivered element of the consent, the associated traffic impacts are anticipated. I am satisfied that the level of trips generated by the proposed are provided for within local arrangements.

It is understood that the site shall provide pre-delivery inspection on new vehicles, and therefore represents the final check carried out by a dealer on a vehicle before it transfers to the new owner. Vehicles would reasonably be brought by transporter for inspection.

Access and parking

The site is to be served from gated access from a private road spur off Gypsy Moth Avenue. Such private road is already constructed, and serves the local bus depot, toolbank site and plot 5610.

On the basis of use of an access that has been designed to the satisfaction of the HA, no further comment is required.

The site is appropriately laid out to accommodate the turning movements of pantechnicon vehicle transporters (drawing 6434-008) sufficient that deliveries of vehicles to the site prior to leaving in forward gear.

Site layout provides parking, to a total of 323 spaces (drwg 6434-008) such provision is shown as 14 staff spaces (inc 2 accessible spaces) with the remaining 309 spaces as operational parking, and is arranged (in the main) in a tandem pattern consistent with the storage of vehicles in the medium term.

The parking – for staff – is provided at a level of 14 spaces, the LPA shall wish to consider this against the Hatfield Aerodrome SPG which appears to suggest that be the latter phases of development parking should be limited to 1 space per 100m² of B8 use, and therefore would indicate compliance with the SPG shall be 10 spaces. I do not consider, in highway terms, that the provision of parking for staff / visitors at the level proposed would have a significant affect on the trip generation of the site.

All areas for parking should be constructed such that they do not drain into the highway. It is recommended that all areas for parking are retained for that use only, with the distinction between staff parking and operational parking.

Sustainable Transport

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).

Cycle parking is provided to a level of 4 spaces (by reference to planning application form section 9). The accompanying Design and Access Statement (aja Architects), para. 4.8.5 is inconsistent with this point, and suggests cycle parking at a level of 10 spaces. Given the significant infrastructure within the Park, and the sustainable principles that underpinned the original Masterplan, I would recommend that the standards suggested in the D&A are approved. I have suggested a condition to clarify this arrangement.

Alan Story

Date 28/01/2019

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