

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

District ref: 6/2017/0624/MAJ

HCC ref: WH/96/2017

HCC received: 19/04/2017

Area manager: James Dale

Case officer: Alan Story

Location

Plot 5000 Hatfield Business Park

Hatfield

AL10 9EZ

Application type

Full application

Proposal

Erection of a 3 storey building for B8 (storage and distribution) (4,878 sq metres) and B1 (office/light industrial) (1,550 sq metres) use, together with 100 car parking spaces, 10 cycle parking spaces, 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 occupation of the development hereby permitted the proposed on-site car and cycle parking / servicing / loading, unloading / turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use only Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

Advisory Notes

I recommend inclusion of the following Advisory Notes (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

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspxby> telephoning 0300 1234047.

AN2) Obstruction of public highway land: 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

AN3) Road Deposits: 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Comments:

Outline planning permission for the mixed use re-development of the site was granted in December 2000, such development was in accordance with the Boroughs adopted Hatfield Aerodrome Supplementary Planning Guidance November 1999. Recently Arlington applied for (6/2015/2043/OUTLINE) permission to enable a greater degree in flexibility of uses within the park. The application enabled the extant outline planning permission (as amended) at Hatfield Business Park to be amended for four undeveloped plots; 4100, 5000, 5600, 6000 for a further ten years.

The quantum of development floorspace permissible at the site is limited by the section 106 agreement to the original application, which sought to limit any highways impact arising from development. Floor space limits were calculated using a concept of “units of development” (calculation based on floor space). Grant of consent to the 1999 outline application included significant improvements to local highway infrastructure and development of sustainable transport networks and facilities to support the sustainability of the business park, secured by way of a S106 agreement dated 29/12/1999. All contributions (irrespective of actual trigger) due to the County Council as Highway Authority have been received, and expended as appropriate (or continue to be applied as appropriate). The highway network has been improved in agreement with the County Council as deemed necessary to accommodate the flows predicted and accepted within the 2000 consent.

HCC were acceptant of the recent application for flexibility within the use classes, noting that the maximum limit of UoDs (and therefore vehicle trips associated with the operation of the park) remained unchanged to the 2000 consent. The proposals therefore resulted in no net change in the maximum likely trips generated by the site.

The proposed application, being the erection of a 6,714m² B8 warehouse including office facilities shall represent 4,878m² of B8 use and 1,550m² of B1 use. The application is submitted supported by a Transport Statement, March 2017. The scale of development would commonly trigger a requirement for a TA, however as the basis for consideration is whether the development is acceptable within the Outline consent I am satisfied that a Transport Statement is acceptable.

Units of Development are defined within Schedule Sixteen to the original S106 agreement and describe that 1 UoD is the equivalent of 100m² of gross external B1 space, an 340m² of gross external B8 space.

The current application therefore represents a total level of vehicle trip generation equivalent to 29.8 (30, rounded) UoDs.

At the time of assessment of 6/2015/2043/OUTLINE, it was concluded that there existed 478 units of development remaining unbuilt from the agreed outline scheme. Whilst plot 6000 is being implemented and utilises some of this remaining permitted capacity, the development proposals shall not exceed the outstanding quantum of development (and trips) remaining within the park wide 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 flows, the proposals have no material impact in highway terms over that already accepted by the Highway Authority.

ACCESS

Section 6 of the application form confirms that no new, or amended access is required to facilitate the development.

Plot 5000 is already provided with two accesses onto Mosquito Way. The application shall use the westernmost of these accesses, directing into car parking and servicing areas. HCC have already agreed that these accesses shall fall within the limits of the highway boundary through the adoption process (approaching completion). Visibility from the access is accepted as meeting the minimum requirement set forth within MfS, and the access has previously been accepted as laid out appropriate for use by HGVs and therefore appropriate for the use now sought.

Drawing 6050 – 086 appears to incorrectly show road markings, suggesting that white centre hatching exists (variable length) either side of the access, however the existing layout provides right hand turn lane. Noting section 6 of the application form, it is considered that this detail on drawing 6050-086 is in error. It is recommended that the applicant be encouraged to correct this detail. Works on Mosquito Way shall not, presently, require Highway Authority approval, but loss of the marked right hand turn lane may interfere with the significantly progressed adoption process.

Layout

Parking is provided to the front, and rear (within the service yard) for a total of 100 car parking spaces. Service yard and rear parking is secured through use of sliding gate however this gate is set back sufficient from Mosquito Way that its' operation is not expected shall delay vehicles from accessing the site and shall ensure Mosquito Way remains unobstructed.

It is noted that site entrance also provides for future access to the remainder of Plot 5000 (eastern element) and HCC may require swept path details for future applications to be satisfied that the internal arrangements enable unimpeded access to adjacent uses. This may

also require review of the continued need for the adjacent constructed access serving Plot 5000.

Parking

It is expected that the LPA shall agree car parking in accordance with the provisions of the parking standards contained within the Hatfield Aerodrome Supplementary Planning Guidance adopted Nov 1999, table 7.1. Any material departure from this standard may result in the historical trip rates assumptions being adversely affected, and may result in greater trips than originally predicted and addressed within the original highway impact mitigation schemes.

The TS suggests that the proposals represent 7 more spaces than permitted within the SPG however I do not consider that this would be sufficient to reasonably and appropriately secure a financial contribution towards future junction improvements, recognising the limited scale of contribution this would secure.

Parking layout appears to be appropriate, in terms of bay dimension and clearances behind bays.

Cycle parking is provided.

Space within the service yard would appear appropriate to enable articulated lorries to manoeuvre in order to load / unload at appropriate bays, and to leave the site in forward gear. Separately, the occupier shall need to consider the interaction of pedestrians and vehicles within this operational area, however that is governed by separate UK legislation.

Landscaping

Landscaping is sufficiently set back that it shall not interfere with visibility from the access, and although S38 adoption procedures are continuing it would not appear that the proposed planting shall interfere with agreed details.

Summary

The proposals do not represent any greater impact than considered within the original outline consent for the site. The proposals shall not result in any greater levels of trips generated by the site, either across the day, or within the peaks. The local highway infrastructure, and other mitigation and improvements, secured through the outline consent are sufficient to deal with the impacts of the proposal, with no additional impact expected associated with the proposals. Proposal is acceptable in terms of the impact on local highway conditions. Site layout and access appear acceptable, however it is observed that the highway Authority would not support introduction of centre lane hatching on approach to site access.

Alan Story

Date 02/05/2017