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

Director of Planning

Welwyn Hatfield Borough Council
The Campus
Welwyn Garden City
Hertfordshire
AL8 6AW

District ref: 6/2021/3422/MAJ
HCC ref: WH/11241/2022
HCC received: 2 March 2022
Area manager: Matthew Armstrong
Case officer: Chris Carr

Location

SALISBURY SQUARE HATFIELD AL9 5AD

Application type

Full Application

Proposal

Erection of 1 x building containing 3 x flats, 11 x offices and 1 x retail unit (Use Class E), erection of 5 x terrace houses with parking and associated works, involving demolition of existing shopping parade with 7 x maisonettes above, alterations to existing parking area and erection of a parking area

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

- Details planning application 6/2017/1902/FULL is required, specifically the approved footway scheme and how that interacts with this planning application;
- The location of proposed access for dwellings, offices and shops is required along with evidence of safe movement by foot to proposed bin stores is within acceptable waste collection standards;
- Dropped kerb continuous footway is required for the site access and further information must be given on how this will be achieved;
- Forward Visibility splays of 2.4m x 43m at the junction turning head of the site access have not been provided and are required;
- Information for the provision of tactile paving and dropped kerbs has not been submitted and is therefore required to confirm access provision for both vehicles and pedestrian movements;
- Electric Vehicle Charge Point provision is required for at least 20% of the 65 parking spaces and details of this has been omitted from the application; and
- Further information of cycle parking is required in line with the Cycle Infrastructure Design Guide.

Description of Proposal

The application seeks approval for the erection of 1 x building containing 3 x flats, 11 x offices and 1 x retail unit (Use Class E), erection of 5 x terrace houses with parking and associated works, involving demolition of existing shopping parade with 7 x maisonettes above, alterations to existing parking area and erection of a parking area.

Site Description

The proposed development is located approximately 700m east of Hatfield Town Centre adjacent to the A1000 Great North Road and Hatfield Railway Station. The site is bounded by the Great Northern public house and Arm and Sword Lane to the north, and by commercial and residential properties to the south, east and west.

Analysis

A Transport Statement (TS) has been supplied in support of the planning application

History

Information of historical planning applications on the site have not been provided within the TS or the supporting note. This is required including information of the new footway in the consented scheme (6/2017/1902/FULL) which is mentioned in section 2.5.3 of the TS.

Planning Policy

The application has provided evidence that the following policy has been reviewed:

- National Planning Policy Framework (2021)
- Hertfordshire County Council Fourth Local Transport Plan
- Welwyn and Hatfield District Plan

Section 2.6.2 of the TS notes that Welwyn and Hatfield Borough Council 'approved an 'Interim Policy for Car Parking Standards and Garage Sizes' in 2014'. This has not been reviewed in the policy chapter of the TS.

A review of the following National, Regional and Local Level policies must also be submitted (in addition to the above) as detailed in the Highway Authority comments to pre-application:

- National Planning Policy Guidance;
- Manual for Streets 2;
- LTN1/20 Cycle Infrastructure Design Guide – Chapter 11 Cycle Parking; and
- Road in Hertfordshire: Highways Design Guide.

Trip Generation

The Transport Scoping Note, dated 23.11.21, has calculated the net difference in vehicle trips between the existing and proposed land uses using trip rates derived from TRICs.

Trip Distribution

The TS includes distances to local services and facilities such as shops and schools however key employment areas for the residents of the site have not been identified. Due to the small number of dwellings on the site and that this is net increase of one dwelling from the current situation, key employment areas and distribution of trips onto the local network are not deemed necessary to be provided within this application.

Junction Assessment

Based on the overall net increase on the site of 683m² of GFA and 1 dwelling at the site, it is expected that the development proposals will not have a severe impact to the theoretical operation of junctions on the local highway network. Therefore, junction capacity assessments are not required in the TS.

Highway Safety

In section 4.10 the TS has included a review of 5-year accident data (June 2012 to June 2021) covering the surrounding highway network within the vicinity of the proposed development. Accident data has also been appended to the TS. There is no evidence to suggest that the proposed development will have an adverse impact on the safety of the surrounding highway network, particularly as it is predicted there will be a net reduction in the number of vehicular trips generated. This is considered sufficient.

Refuse and Service Delivery

The TS states that servicing and delivery vehicles will enter the site via the site access, and reverse and turn to exit the site out of the same vehicular access. This is shown in the swept path analysis. The refuse vehicle can stop within ten metres of the bin stores, which can be seen on the Site Layout Plan. Should other users enter or exit the site during this time, there is no scope for a vehicle to pass by, causing a blockage for cars entering and exiting. Evidence for how this will be mitigated is required by HCC.

The TS does not show the proposed route for residents to carry waste to the bin stores. It is not shown whether residents of the five houses are expected to carry personal waste via the front door or the back garden, navigating the car park to access the bin stores. Furthermore, the Site Layout plan does not indicate where access to the maisonettes, shops and offices will be provided, and so the route to the bin stores cannot be determined. These must be clarified to confirm that those depositing waste in the bin stores, can access this safely without having to travel more than ten metres.

Vehicular Access

Vehicular access remains on the south side of Arm and Sword Lane, but will be via a new vehicular access to the west of the houses. It should be noted that there will also be vehicular access provided to the east of the houses to provide access to the three car parking spaces only.

The layout of the proposed vehicular site accesses on Arm and Sword Lane is shown in the site layout plan appended to the TS. It should be noted that to the east of the proposed vehicular access (to the west of the houses) it is proposed to change the road surface material effectively creating a cul-de-sac to the east and resulting in the main vehicular movements being directed into the site.

The Highway Authority request this access arrangement is in the form of dropped kerb continuous footway as this will comply with HCC Local Transport Plan Policy 1. This has not been highlighted within the TS and HCC therefore request this information.

Visibility splays of 2.4m x 43m must be demonstrated from the proposed access. Although a box was ticked in the request for pre advice form indicating that this has been provided, this documentation is not appended to the TS or mentioned within it. Visibility splays for the proposed access are therefore required.

Pedestrian Access

The Site Layout Plan shows pedestrian access will be from two points on Arm and Sword Lane, with these being alongside the vehicular accesses, to connect the existing footway on the south side of Arm and Sword Lane.

Access will also be provided to the east via three existing pedestrian access points that connect the existing footway on the east side of Park Street, and to the south via an existing pedestrian access point that connects to the existing footways on Batterdale. Pedestrian access will also be provided to the west via a new footway proposed as part of a consented scheme (6/2017/1902/FULL) that is currently being constructed on the east side of the A1000 Great North Road south from Arm and

Sword Lane for approximately 25.0m with the footway being accessed via a new pedestrian access point and staircase.

It is noted that many of the crossing points between the footways on Arm and Sword Lane do not include dropped kerbs and tactile paving. A temporary ramp is position at the kerb on a heavily frequented pedestrian link (Rights of Way: HATFIELD 187) to the old town / Park Street.

The development proposals must include dropped kerbs and tactile paving to enable safe and suitable access for pedestrians and mobility impaired users, in line with HCC Local Transport Plan Policy 1 and NPPF para 112 (a,b,c). Information for the provision of tactile paving and dropped kerbs has not been submitted and is therefore required or subject to an approved details condition.

Service and Delivery Swept Path Movements

Swept path analysis has been undertaken at the vehicular access to the west of the houses and within the site using a 10.425m x 2.55m refuse vehicle. Servicing and refuse collection will also be undertaken via the vehicular access to the west of the houses and the internal road layout.

The swept path assessment identifies the footway access shall be overrun by the refuse vehicle. The swept path designs show the vehicle having to access the shared space to egress the site. Ideally such a movement would not be required and the design of the access modified to accomodate a refuse vehicle on the dedicated vehicular access road. However, it is appreciated these movements are slow moving and a low occurrence. Once evidence is supplied as to how movement of vehicles is to be accomodated during the site servicing, HCC shall conclude whether the swept path movements are acceptable.

Parking

Car Parking

The proposals include the provision of 65 car parking spaces, the same as the existing use. This includes provision for disabled users and a car club space. The Highway Authority are satisfied with this arrangement.

Hertfordshire County Council declared a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires all new developments to provide EV infrastructure. The DfT's Decarbonising Transport (2021) states that in 2030 the sale of new petrol and diesel cars will cease. The NPPF paragraph 112 (e) also requires sites to enable charging. Therefore, 20% of car spaces should have active provision for electric vehicles and 20% of other spaces should have passive provision.

Although 'infrastructure for electric vehicles' is mentioned in section 2.6.4 of the Transport Statement, it does not go into any detail of Electric Vehicle Charge Point provision, nor does the appended Site Layout Plan indicate where these are proposed within the car parking bays. Further details for the provision for Electric Vehicle charging is required in line with the above guidance.

Cycle Parking

The proposals include the provision of 30 cycle parking spaces for the proposed site and 14 cycle parking spaces for York House.

The cycle stores should also be designed in line with the residential and employment guidance contained Chapter 11 of in the DfT's LTN1/20 Cycle Infrastructure Design Guide. The employment use must include showers and lockers to encourage cycle uptake.

Access to the bike stores must be suitable for three wheelers / mobility impaired cycles and easily accessible. This must be designed in-line with the standards set out in Chapter 11 of LTN1/20 Cycle Infrastructure Design Guide.

The quantity of cycle parking spaces is sufficient however evidence that cycle parking has been designed in line with the above guidance has not been included within the TS and is required along with information regarding the type of cycle parking provided at each location.

Travel Plan

The proposals set out in the Transport Statement do not exceed the minimum land use thresholds for a Travel Plan. Therefore, a Travel Plan is not required.

Construction Traffic Management Plan

Once planning permission is granted, a Demolition and Construction Traffic Management Plan would be required to ensure construction vehicles would not have a detrimental impact to the local highway network in the vicinity of the site and a condition would be required to provide adequate parking for demolition and construction vehicles on-site to prevent on-street conflict and impacts to the highway safety. A Demolition and Construction Traffic Management Plan would be required for all phases of the construction, including demolition, excavation and construction of all elements of the buildings. For reference, the likely wording for the condition is set out below:

No development shall commence until a Demolition and Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Demolition and Construction Management Plan shall include details of:

- a) Construction vehicle numbers, type, routing across all stages of works;
- b) Access arrangements to the site, including swept path drawings of the largest vehicle to enter and exit the site;
- c) Traffic management requirements, including details of HGV arrival & departure scheduling system;
- d) Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e) Siting and details of wheel washing facilities;
- f) Cleaning of site entrances, site tracks and the adjacent public highway;
- g) Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h) Provision of sufficient on-site parking prior to commencement of construction activities;
- i) Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- k) Phasing Plan.

CIL / Planning Obligations

The proposals set out in the Transport Statement do not exceed the minimum land uses for S106 Sustainable Transport contributions. Therefore, Sustainable Transport Contributions are not required within this application.

Conclusion

Hertfordshire County Council (HCC) as highway authority has reviewed the application submission and wishes to refuse the planning application at this time, until further details are supplied as detailed in this response.

Signed
Chris Carr

10 May 2022