

Plot 5000, Hatfield Business Park

Proposed Development of a Warehouse Facility

Transport Statement

In Support of Proposed Development

March 2017

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1. INTRODUCTION

- 1.1 This statement has been prepared by Arlington Business Parks GP Limited in support of a Full planning application for the erection of a new headquarters warehouse and office facility on part of Plot 5000, Hatfield Business Park, comprising 6,714 sq m (Gross External Area) for B8 and B1 use.
- 1.2 The Development will be for Air Business, a UK-based distribution and subscriptions management company which offers subscriptions management, cross-border shipping, international mail and fulfilment for magazine subscriptions. The building will enable the business to expand its operations and increase its employment base at Hatfield Business Park.
- 1.3 The building will provide high quality warehouse accommodation with offices at first- and second-floor level. The building will occupy the western section of Plot 5000 supported by 3 loading bays and a vehicle turning area in the eastern section of the site and the site car park in the southern section of the site.
- 1.4 Access would be provided from one single point of access, from Mosquito Way.
- 1.5 The site area (known as Plot 5000) forms part of the Hatfield Aerodrome extant outline consent (reference 6/2015/2043/OUTLINE) which was granted permission for a mix of land uses including B1, B2, C1 Hotel and Sui Generis. The majority of the former Hatfield Aerodrome has now been developed and the proposed site represents one of the remaining plots for development within the designated site.
- 1.6 The remainder of the Transport Statement will be set out as follows:
- Section 2 provides a description of the existing site, transport networks and traffic conditions relevant to the development;
 - Section 3 considers relevant transport policy at a national, regional and local level and how the development proposals accord with it;
 - Section 4 explains the development proposals for the site;
 - Section 5 sets out the proposed parking provision for the development;
 - Section 6 sets out the trip generation potential of the development; and
 - Section 7 provides the summary and conclusion of the report.
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2. EXISTING SITUATION

- 2.1 This section summarises the location of the development site at a strategic and local level and describes the existing transport networks for all modes of transport relevant to the site.

Site Location

- 2.2 The site is centrally located within the Hatfield Business Park, which forms part of the larger Hatfield Aerodrome outline extant permission.
- 2.3 The Plot is bound to the west by the Howe Dell Primary School's playing fields, the IO Centre (industrial development) to the North, the remaining undeveloped land of Plot 5000 to the East, and Mosquito Way and an office building occupied by Affinity Water to the South.
- 2.4 The Business Park is located approximately 1 kilometre to the north-west of Hatfield town centre.

Hatfield Aerodrome

- 2.5 The Hatfield Aerodrome site comprises the former British Aerodrome (BAE) site at Hatfield. Outline consent (reference S6/1999/1064/OP), which was granted permission for a mix of land uses including commercial, housing, university campus, two hotels, a primary school, district centre and associated highway, transport and service infrastructure.
- 2.6 The majority of the area has now been developed with remaining land available for business uses (B1 and B2), Sui Generis use and a hotel on the site. All transport infrastructure including pedestrian/cycle routes and the road network are complete.

Accessing the Site by Non-Car Modes

Pedestrian and Cyclists

- 2.7 The site is surrounded by good quality pedestrian and cycleways. Gypsy Moth Avenue and Mosquito Way have segregated foot/cycle ways present along the entire section of these roads. Along Hatfield Avenue, a footway is located to the south of the carriageway and a segregated foot/cycleway is located to the north of the carriageway. Tactile paving in and at dropped kerb crossing points are provided over accesses and at uncontrolled crossing points on all roads within the Hatfield Aerodrome area.
- 2.8 The pedestrian footways link into the new residential area and district centre as well as providing direct links to subways under the A1(M) providing access to Hatfield town centre.

Buses

- 2.9 There are a number of bus stops located near the site along Mosquito Way, Hatfield Avenue and Gypsy Moth Avenue. For ease of access into the site the closest bus stops are located along Mosquito Way, with a northbound bus stop directly in front of the application site and a southbound bus stop approximately 80 metres from the proposed site access.
- 2.10 There are numerous bus services providing daytime service from Mosquito Way, some of which operate late into the evening and early in the morning to coincide with shift patterns.

Rail Services

- 2.11 Hatfield railway station is approximately 2 kilometres walk to the east of the site.
- 2.12 The railway station can be accessed by the bus from Hatfield Business Park.

Highway Network

- 2.13 Mosquito Way bounds the site to the south and runs from a roundabout junction with Hatfield Avenue to the north to a roundabout junction with the A1057 St Alban's Road to the south.
- 2.14 Hatfield Avenue runs from the roundabout junction with the A1001 Comet Way, B197 Wellfield Road, Birchwood Avenue and Manor Road in the east to a priority junction with Coopers Green Lane to the west. Hatfield Avenue provides access to the Hatfield Business Park at three roundabout junctions along the road.
- 2.15 Road access to Hatfield town centre can be made from the B197 Wellfield Road, which link to Hatfield Avenue at the roundabout junction with the A1001 Comet Way, Birchwood Avenue and Manor Road. The site links to the strategic road network via the A1(M) at junction 4 to the north and 3 to the south. The A1(M) provides a link to the M25 and London to the south and becomes the A1 to the north. Both junctions can be accessed via the A1001 Comet Way, which can be accessed from the main roundabout junction with Hatfield Avenue, B197 Wellfield Road, Manor Road and Birchwood Avenue.

3. POLICY CONTEXT

3.1 This section evaluates the development proposals against appropriate national, regional and local transport policies.

National Policy

3.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

3.3 One of the 12 core land-use principles within the NPPF includes:

"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

3.4 Section 4 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 29 states that:

"the transport systems needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

3.5 Paragraph 32 sets out the transport issues which should be addressed within Development Plans and decisions. These are:

- *"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 significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

3.6 Given the sites proximity to the sensitive boundary of the Howe Dell Primary School playing fields and the residential properties of Dragon Way, the site layout has been designed to minimise any environmental impact on the surrounding properties. The car parking areas and building service areas are positioned away from the primary school and the residences of Dragon Way beyond. The layout ensures that the western boundary is protected from any noise and overlooking. The building's orientation is such that it would provide a visual and acoustic barrier to the servicing activities, thus ensuring that the amenity of residential properties on the opposite side of Dragon Road is preserved.

Local Policy

3.7 Local policy is contained within the Welwyn Hatfield District Plan adopted in 2005 with saved policies in place until they are replaced by the adoption of the Local Development Framework.

3.8 Transport policy is set out in the Movement chapter with Policy M1 relating to integrating movement and land use and states:

“Through the development process the Council will take every opportunity to integrate different modes of travel. Development proposals, except for those which are necessary in rural areas, will be permitted only in locations with accessibility to pedestrian and cycle routes and passenger transport services, or where this can be created, and where the environment and infrastructure can accommodate the amount and type of transport movement likely to be generated. In considering development proposals, the Council will give priority to walking and more sustainable modes of travel.

Internal layouts in development schemes must demonstrate priority to non-car users. They must include safe and effective routes for pedestrians and cyclists, with appropriate facilities, as well as catering for people with mobility difficulties and making provision for passenger transport and where appropriate the needs of horse riders.”

3.9 Policy M5 relates to pedestrian facilities and states:

“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.”

3.10 The proposed development will be integrated into the Hatfield Aerodrome development and will connect into the existing footway and cycleway infrastructure provided along Mosquito Way, which connects to the wider Hatfield Green area.

3.11 The Hatfield Aerodrome site is referred to within the Plan and the list of objectives compiled for the site that relate to employment aspects are as follows:

- *“The development should be sustainable;*
- *The site should provide employment including an element to meet local needs;*
- *The development should be well integrated with Hatfield and surrounding towns, with good pedestrian, cycle and public transport links.*

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- *The development should provide high standards of environment, open space and leisure facilities.”*

3.12 The above objectives apply to the whole site area but can be referenced for site specific planning applications within the Hatfield Aerodrome site area. The sustainable development of the site is addressed is covered in detail in Policy HATAER1:

“The development of the whole of the Inset 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 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.”

Hatfield Aerodrome Supplementary Planning Guidance

3.13 The Hatfield Aerodrome Supplementary Planning Guidance (SPG) document was adopted in November 1999 to guide the development of the 322 hectare aerodrome site. Section 4 outlines the objectives of the development proposals, in relation to transport they state the following:

- *“Achieving a good integration of the development with Hatfield and surrounding towns with good pedestrian, cycle and passenger transport links. The improvement of links between Hatfield’s existing town centre, the Galleria, the new District Centre and the residential area is a key element of the SPG strategy; and*
- *Promoting passenger transport, pedestrian and cycling as alternative to the car.”*

3.14 The proposed development forms part of the Hatfield Business Park, which has benefited from extensive transport infrastructure constructed to link the site to the surrounding uses and the town centre as a whole.

4. DEVELOPMENT PROPOSALS

- 4.1 The development proposals involve the erection of a 6,712 square metre gross external floorspace warehouse (B8 use class) with office accommodation (B1 use class). A total of 100 car parking spaces are proposed. A site layout plan is included at Appendix A.
- 4.2 The warehouse will have 3 loading docks located on the eastern side of the warehouse building, with a turning circle provided to enable reversing into the loading bays.

Operation

- 4.3 The site would be occupied by Air Business, a UK-based distribution and subscriptions management company which offers subscriptions management, cross-border shipping, international mail and fulfilment for magazine subscriptions.
- 4.4 The warehouse facility would act as a sorting and distribution facility, whilst also accommodating the UK headquarters office functions.
- 4.5 The Business will employ 96 office based employees and 83 operational employees and will be relocated to Hatfield from their current site in St Albans.
- 4.6 Air Business is a low-intensive distribution business with approximately 12 HGV, 15 van and 15 sub 8 tonne lorry movements anticipated per day, which reflects the size of the service area.

Access Arrangements

- 4.7 Access into the site for both HGV's in the servicing area and the staff/visitor car park is provided from a single onto a shared access road which will serve the future development on the remainder of Plot 5000 to the east.

Servicing Arrangements

- 4.8 Servicing will be undertaken from within the site, with refuse vehicles able to turn from within the service yard.

5. PARKING PROVISION

Car parking standards are set out within the document 'Welwyn Hatfield District Plan Review – Parking Standards' Supplementary Planning Guidance adopted in January 2004. Specific guidance for the Hatfield Aerodrome car parking is provided within the document 'Hatfield Aerodrome' Supplementary Planning Guidance adopted in November 1999.

Car Parking

- 5.1 Car parking for development in the Hatfield Aerodrome site was agreed in the outline planning application for the site. The parking standards have been agreed specifically for the site and are quoted within the Hatfield Aerodrome SPG to allow for an overall reduction in parking provision over time.
- 5.2 The parking standards for B8 and B1 use are set out below along with the associated parking provision for the proposed development site based on a total floorspace of 6,712 square metres apportioned between each use:

Use	Parking Standard	Allocated Floorspace	Number of Spaces
B8	1 space per 100 sq m	4,989 sq m	50
B1	1 space per 40 sq m	1,723 sq m	43
Total		6,712 sq m	93

- 5.3 The development proposes 100 car parking spaces, which is marginally higher than the latest Parking Standards SPG adopted in 2004, however, Air Business has concluded that this meets their demands from employees and visitors. Whilst this is above the car parking standards by 7 no. spaces, the provision of 100 spaces will ensure that no off-site parking issues will be created.
- 5.4 The development proposals include 3 parking spaces for disabled persons located in close to the office entrance.

Cycle Parking

- 5.5 The site layout plan included at Appendix A indicates that the cycle parking will be located adjacent to the office entrance in the southern section of the car park. Cycle parking will be sheltered and will accommodate parking for 10 cycles.

HGV Parking

- 5.6 In terms of HGV parking, the Parking Standards SPG refers to benchmark standards for B8 uses, but no benchmark is provided against which generic B8 uses should be based on.
- 5.7 Therefore, given that Air Business is the known end occupier of the site with a known delivery schedule which has been provided as part of the planning application detail. Air Business is a low-intensive distribution business with approximately 12 HGV, 15 van and 15 sub 8 tonne lorry movements anticipated per day, which reflects the size of the service area.
- 5.8 It is proposed to provide 3 level access doors, which can also be used for HGV parking where necessary, and is concluded to be appropriate in light of the proposed delivery levels.

6. TRIP GENERATION

6.1 The site is being proposed as a B8 and B1 employment use removing some of the outline allocation remaining in place for B1(c)/B2 uses on the Hatfield Aerodrome site as a whole.

6.2 When outline permission was granted for development at Hatfield Aerodrome a generic calculation for vehicular movements was required that can be applied to all potential development land uses across the site. This led to the creation of 'Units of Development' (UOD) as a method of calculation, which was detailed within the Section 106 Agreement for the outline consent, to act as triggers for the now implemented offsite highway improvements.

6.3 In relation to the mix of employment uses within the Business Park, the Hatfield Aerodrome SPG states that the proportion of uses can be reviewed every 5 years, to take account of:

- *“The prevailing economic climate;*
- *Labour supply;*
- *Market demand and take up rates;*
- *Environment and sustainable considerations; and*
- *The possibility of alternative uses.”*

6.4 The trip generation of the Hatfield Aerodrome site was assessed in terms of Units of Development (UOD), with differing units applicable to different employment units from B1 to B8. The aerodrome site has now used all of the available UOD for B8 uses, but with B1(c)/B2 UOD a swap of remaining UOD is proposed which would generate an equivalent level of trips than those already approved under the extant outline planning permission (reference: 6/2015/2043/OUTLINE).

7. SUMMARY AND CONCLUSIONS

7.1 This Transport Statement demonstrates the following:

- The proposals are in accordance with current national and local planning policy and are specifically covered within the Hatfield Aerodrome SPG.
- The site is part of an existing Business Park and is well located with respect to local bus services, footways and cycleways.
- Access will be provided from a shared access road accessible from Mosquito Way for cars, pedestrians and cyclists.
- A swap of the permitted Units of Development quantum as permitted within the Hatfield Aerodrome SPG would allow for the development to be accommodated within the permitted Masterplan scheme and therefore the traffic generation would remain within permitted acceptable limits for the Hatfield Aerodrome site.
- As demonstrated above, the proposals are in accordance with national, regional and local transport related policies and can be accommodated without detriment to traffic conditions on the local highway network. There is no evidence to suggest that the proposals will result in demonstrable harm and therefore is no highway and transport related reason why the development should not be granted planning consent.

