

**WELWYN HATFIELD BOROUGH COUNCIL
EXECUTIVE DIRECTOR - PLANNING, PUBLIC PROTECTION AND GOVERNANCE**

DELEGATED APPLICATION

Application No: 6/2016/2688/FULL
Location: Yodel Hatfield Business Park Frobisher Way Hatfield AL10 9TR
Proposal: Re-configuration of parking areas to facilitate improved parking provision
Officer: Mr M Peacock

Recommendation: Granted

6/2016/2688/FULL

Context	
Site and Application description	<p>The application site is located at the southern end of Frobisher Way within the context of the much wider Hatfield Business Park development and in particular, the northern area which is now well established with a range of commercial uses.</p> <p>The site comprises two distinct areas, namely (i) the main distribution centre and associated yard and commercial vehicle parking and (ii) an area of staff parking to the north. It lies to the west of further warehousing development and to the north of residential development on Richards Street. To the west the site is bound by open land which formed part of the former Hatfield Aerodrome site.</p> <p>The building comprises a distribution centre of some 11,000sqm with ancillary offices located at its northern end and a large distribution space some 295m x 38m. The building has 160 loading doors arranged along its western and eastern elevations. Within the overall site there are 69 trailer and 87 tractor parking spaces, with 382 car parking spaces.</p> <p>Between these areas of parking are peripheral landscaped planting areas of varying widths.</p> <p>The site is a major hub for the Yodel Home Delivery Network providing a sort operation which services for several bases around the Country, the site is operating at its capacity. A lack of sufficient on-site trailer parking is creating operational difficulties due to trailers being unable to leave the loading bays pending departure, due to no remaining 'hold-over' parking.</p> <p>Off-site staff/trailer parking has been previously used as a mechanism to maximise the efficiency of the site. This causes logistical difficulties as staff are need to be transported between the off-site parking sites and the Yodel Depot. This is creating unnecessary additional vehicle movements and reduces the efficiency and sustainability of the business operation.</p>

	<p>The application seeks planning permission to re-configure the car park and yard areas to meet operational needs.</p> <p>Along the eastern boundary, some areas of landscaping are proposed to be lost to facilitate an additional 5 trailer bays, with the re-configuration of some of the existing layout to provide additional capacity.</p> <p>To the northern boundary of the yard area, the re-configuration of the layout and loss of some landscaping in this area facilitates the provision of a further 11 trailer bays.</p> <p>The most significant changes occur within the car park adjacent to the office building, where re-configuration of the existing layout and removal of some peripheral landscaping facilitates the provision of a further 9 parking spaces and 23 tractor spaces.</p> <p>Full account has been taken of the peripheral landscaping areas around the site, with a mitigating landscaping scheme being submitted in support of the application. The proposed planting has been designed to restore the screening vegetation as quickly as possible using an appropriate, attractive and varied mix of native species. This will ensure that the screening function and quality of the landscaping is maintained in the long term, whilst ensuring that the site can operate effectively. No changes to the access into this part of the site are proposed.</p>
<p>Constraints (as defined within WHDP 2005)</p>	<p>EMPL - Employment Area GB - Greenbelt LCA - Landscape Character Area (De Havilland Plain) PAR - PARISH (HATFIELD) Wards - Hatfield Villages WCCF - Watling Chase Community Forest A4D - Article 4 HMO Direction HAT - Hatfield Aerodrome</p>
<p>Relevant planning history</p>	<p>6/2016/1940/PA – pre-application meeting 04/10/2016 Main considerations identified:</p> <ul style="list-style-type: none"> • Highways capacity - unlikely to be an issue given that the infrastructure was designed for HGV's and no increase in trips proposed. • Environmental Health - impact on noise and air quality (same as above, noting existing attenuation, less movements on site and distance from residential area). • Landscaping - there will be an impact on existing which will require suitable mitigation with new planting. • Impact on adjacent commercial occupiers • Flood Risk & Drainage - Will require as a minimum details of existing drainage, confirmation that it is operating efficiently and maintenance detail. Demonstrate that no additional surface water runoff. All parking areas to drain through interceptor chamber. • SPG, Masterplan & Legal Agreement - restrictions on parking <p>Application Number: S6/2015/1061/MA Decision: Granted subject to a section 106 agreement</p>

	<p>Decision Date: 06 January 2016 Proposal: Erection of a private healthcare facility (use Class C2), to include car/cycle parking, boundary treatment, landscaping, lighting and access</p> <p>Application Number: S6/2010/1359/MA Decision: Granted Decision Date: 28/09/2010 Proposal: Re-configuration of yard to provide additional tractor parking spaces</p> <p>Application Number: S6/1996/0053/FP Decision: Granted Decision Date: 17/05/1996 Proposal: Erection of regional distribution centre (Class B8) and vehicle repair workshop (Class B1c/B2 Development)</p>		
Consultations			
Neighbour representations	Support: 0	Object: 0	Other: 0
Publicity	<p>Site Notice Display Date: 8 February 2017 Site Notice Expiry Date: 1 March 2017 Press Advert Display Date: 25 January 2017 Press Advert Expiry Date: 8 February 2017</p>		
Summary of neighbour responses	None		
Consultees and responses	<p>Landscapes Department - no objection Parking Services - no objection Environmental Health - no objection Lead Local Flood Authority – no objection subject to conditions Hertfordshire Transport Programmes & Strategy – no objection Highways England – none Hatfield Town Council – none Councillor Lynne Sparks – none Councillor Howard Morgan – none Councillor Duncan Bell – none</p>		
Relevant Policies			
<input checked="" type="checkbox"/> NPPF <input checked="" type="checkbox"/> D1 <input checked="" type="checkbox"/> D2 <input type="checkbox"/> GBSP1 <input checked="" type="checkbox"/> GBSP2 <input checked="" type="checkbox"/> M14 Others: EMP1, EMP2, D5, D8, R7, R10, R20, Hatfield Aerodrome Supplementary Design Guidance, Supplementary Design Guidance, Supplementary Parking Guidance, Council's Interim Policy for Car Parking			
Main Issues			
Design (form, size, scale, siting) and Character (appearance within the streetscene)	<p>The National Planning Policy Framework (NPPF) states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.</p> <p>The proposed development would be sited within an enclosed area of the site, which is screened from the surrounding public areas. The main warehouse building backs onto the area of development and therefore it would not be viewed prominently from the surrounding area</p>		

	<p>or office workers.</p> <p>The site is adjacent to an area of an area of open Green Belt land to the west, which is separated by a dense screen of vegetation.</p> <p>Residential properties on Richard Street and Barlow Close to the south back onto the application site. These properties would retain a similar view as the retained boundary fence and vegetation would screen the proposed works. When vehicles are parked in the proposed spaces they would not appear prominent as the distance separation the adjacent properties is sufficient to offset any changes to the outlook from these properties.</p>
<p>Impact on neighbours</p>	<p>The application documents note that site currently operates above the capacity of the existing parking layout. This results in vehicles circulating to find spaces. As the proposal aims to reduce the level of unnecessary manoeuvring, it should also help reduce noise from engines, reversing warning noise and if vehicles need to sound their horns. Therefore, the smoother operation of the site should result in less noise and disturbance being generated. Therefore, as the proposed development would improve the internal operation and efficiency of the site, it is likely to reduce activity and noise generated associated with the existing awkward arrangements.</p> <p>The proposal is likely to involve realigning the lighting within the site. Provided the proposed lighting does not exceed the height and intensity of the existing lighting, if appropriately positioned to focus into the site, the new lighting arrangement would not have an adverse impact upon the residential amenity of the adjoining occupiers. This can be controlled by condition.</p>
<p>Access, car parking and highway considerations</p>	<p>The site is situated on Frobisher Road, an unadopted road situated within Hatfield Business Park. The site has a suitable access and exit arrangement set out to acceptable standards, with the surrounding highway suitably designed to accommodate the nature of the business park.</p> <p>The application has set out that the proposed works are to improve the internal management of the site. No changes are proposed to the access arrangements. The design of the parking spaces are of an acceptable and useable standard and set out in such a manner where the use of spaces and internal access is not compromised.</p> <p>Improvements in the internal layout and additional tractor and trailer parking spaces will enable vehicles to manoeuvre more easily within the site and to be parked within the site. This has the potential to reduce the number of vehicles circling the surrounding road network to maximise efficiency on site and reduce impact on road capacity. The site is already operating at a level that the applicant wants to facilitate with the proposed layout and the proposal is unlikely to present a material increase in trips being generated over and above the existing situation. For these reasons the Highway Authority have not objected to the application.</p> <p>The proposal also includes an additional 9 car parking spaces which will</p>

	increase the capacity of the car park from 382 to 391 spaces. This increase would be insignificant and have no appreciable impact on local highway congestion.
Landscaping Issues	<p>There are no Tree Preservation Orders on or adjacent to the site, however, the landscaping within and surrounding the site is important to screen and soften the appearance of the built development. The design of the proposals has been based on making the best and most efficient use of the site without undue impacts on the surrounding landscape.</p> <p>An amended landscaping scheme has been submitted in response to comments from the Council's Landscaping Team. The amended planting plan is considered to be acceptable and meets the requirements of Policy D8 of the Welwyn Hatfield District Plan 2005.</p>
Other Material considerations	
<p>Flood Risk and Drainage: The site is located outside of flood zones two and three. Following a review of the SuDS Statement, prepared by EAS and dated November 2016, Hertfordshire County Council as the Lead Local Flood Authority confirmed no objections have been raised with regard to the impact on surface water flooding either on site or further afield and the proposal has been found to be acceptable in principle, subject to suggested planning conditions, in accordance with Local Plan Policy R7, R10 and the NPPF.</p>	
Conclusion	
<p>The NPPF sets out the Government approach to planning for employment. It is aimed at achieving sustainable economic growth. It supports existing business sectors, whether expanding or contracting and requires policies to be sufficiently flexible to accommodate change and allow rapid responses to economic circumstances.</p> <p>The proposed development would not have an adverse impact upon the character and appearance of the locality or the residential amenity of the adjoining occupiers. The applicant has detailed that the proposed works are to improve efficiency within the site and the development would not result in additional trips being generated over and above the existing situation. Therefore, the proposal is unlikely to present a material impact in terms of highway capacity or congestion.</p> <p>The impacts of the proposal have been considered in neighbour amenity, landscaping and flood risk. Other material considerations have also been considered. Subject to the imposition of relevant conditions the proposal is considered acceptable in terms of the above and is not contrary to the aims and objectives of saved policies of the Welwyn Hatfield District Plan 2005, the Adopted Hatfield Aerodrome Supplementary Design Guidance and the relevant chapters of the NPPF.</p>	

Conditions:

1. The development hereby approved must not be carried out other than in accordance with the approved surface water drainage assessment carried out by EAS and dated November 2016 and the following mitigation measures:
 - a) Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 8 l/s during the 1 in 100 year event + climate change event.
 - b) Undertake the drainage as indicated on drawing titled 'Proposed SUDS Strategy' drawing No.SK02.

- c) Implement appropriate drainage strategy based on discharge to the offline ponds and later to the Ellen Brook.

The mitigation measures must be fully implemented prior the additional parking area hereby approved being brought into use and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

REASON: To reduce the risk and impact of flooding by ensuring the satisfactory storage and disposal of surface water from the site during the lifetime of the development and to ensure surface water can be managed in a sustainable manner in accordance with Policy R7 and R10 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

2. Within 6 months of completion of the drainage works an updated management and maintenance plan for the all the Sustainable Drainage System (SuDS) features and structure, including arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime, must be submitted to and approved in writing by the Local Planning Authority.

REASON: To reduce the risk and impact of flooding by ensuring the satisfactory storage and disposal of surface water from the site during the lifetime of the development and to ensure surface water can be managed in a sustainable manner in accordance with Policy R7 and R10 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

3. A landscape management and maintenance plan, including details of measures to protect and enhance existing flora, fauna and habitats within the development site shall be submitted to and approved by the Local Planning Authority in writing prior to the additional parking area hereby approved being brought into use. The landscape management and maintenance plan shall not be carried out other than in accordance with the approved details.

REASON: To protect the visual amenity value of the landscaping, and the biodiversity value of the habitat within the site in accordance with Policies R11 and D8 of the Welwyn Hatfield District Plan 2005.

4. All agreed landscaping comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the additional parking area hereby approved being brought into use or the completion of the development, or in agreed phases whichever is the sooner: and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. All landscape works shall be carried out in accordance with the guidance contained in British Standards 8545: 2014.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policies GBSP2, D2 and D8 of the Welwyn Hatfield District Plan 2005.

5. The proposed lighting shall not exceed the height of the existing columns and shall be positioned to focus light within the site and prevent overspill to neighbouring residential areas.

REASON: To prevent light pollution and disturbance to the neighbouring residential areas and prevent loss of residential amenity to the adjacent residential occupiers. In accordance with R20 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

DRAWING NUMBERS

6. The development/works shall not be started and completed other than in accordance with the approved plans and details:

Plan Number	Revision Number	Details	Received Date
003		Existing Situation	19 December 2016
004		Revised Parking Layout	19 December 2016
005		Additional Parking Areas	19 December 2016
DR-0002	SS-P2	Planting Plan	2 March 2017
006		Location Plan	19 December 2016

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Council's website or inspected at these offices).

Determined By:

Mrs L Hughes
21 March 2017