

**From:** alan.story@hertfordshire.gov.uk  
**Sent:** 20 July 2018 14:47  
**To:** Planning  
**Subject:** Planning application 6/2018/1635/OUTLINE - Historic De Havilland Grass Runway

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

**District ref:** 6/2018/1635/OUTLINE

**HCC ref:** WH/188/2018

**HCC received:** 25/06/2018

**Area manager:** James Dale

**Case officer:** Alan Story

**Location**

Historic De Havilland Grass Runway

Ellenbrook fields

Hatfield Buisness park

Hatfield

**Application type**

Outline application

**Proposal**

Outline permission for the Change of Use of land to airfield with runway and support facilities

**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 recommends that permission be refused for the following reasons:

1) Insufficient information is submitted with the application to enable the Highway Authority to assess the highway safety and capacity impacts of the development.

**Comments:**

The Highway Authority are required to object to the application in its' current form – there is insufficient information upon to establish whether access arrangements are suitable, and whether trips generated by the site shall not have a significant impact locally.

It is noted that the UK Aviation Policy Framework 2013 relates to Airports, and the proposals now considered are an airfield only. The provisions of the NPPF, para.33 are therefore considered appropriate and that the development shall be required to take account of the NPPF.

The NPPF directs that opportunities for sustainable transport needs have been taken up, and that safe and suitable access to the can be achieved for all people. Further, developments that shall generate significant traffic should be supported by a Transport Statement. The site describes provision of parking at 50 spaces. The County Councils approach to Transport Statements, and thresholds it sets, do not consider airfield uses, but directs that any development generating greater than 30 2 way vehicle movements per hour, or 100 2 way vehicle movements per day shall be required to provide a Transport Statement. It is not unreasonable, considering the significant level of car parking described in section 10 of the application form to expect trip generation in excess of one, or both these thresholds.

It is understood that the proposals provide for an alternative site to the presently closed Panshanger Airfield.

The access shown in principle on submitted plans is located on the bend of Albatross Way. Position of the access affords suitable visibility in both directions, and it is further noted that Albatross Way to the south is restricted to access / egress for buses, reducing the frequency of vehicles past the site. This indicative access is provided with constructed bell mouth, and presently gated – however the access is unmetalled resulting in mud and dust being deposited onto the Highway and this can be prejudicial to the safety of cyclists, noting that off-road cycle facilities interact with the access in its' position.

The site is well located in terms of access to local bus services, and the local area is provided with lit, wide pedestrian footways, many of which provide shared facilities with cyclists.

Access points to the Business Park are subject to existing capacity issues, having been improved to accommodate the growth associated with the Masterplan for the Business Park. The Highway Authority is concerned that significant trip generation shall have additional impacts on these junctions, and in the absence of details of usage nor any supporting assessment of vehicle trip rates, cannot assess whether localised junction impacts will be acceptable.

**Alan Story**

**Date 20/07/2018**

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