

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

DELEGATED APPLICATION

Application No: 6/2021/1263/MAJ
Location: Yodel Delivery Network Hatfield Business Park Frobisher Way
 Hatfield AL10 9TR
Proposal: Re-configuration of parking areas to facilitate improved parking
 provision.
Officer: Ms Kirsty Shirley
Recommendation: Granted

6/2021/1263/MAJ

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. 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>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>Within the overall site there are 69 trailer/cab parking spaces, 87 tractor parking spaces, and 382 car parking spaces. 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 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 'holdover' parking. During peak periods, this is being somewhat mitigated against by informal trailer parking arrangements with Booker Cash and Carry opposite and the conference centre at the end of Frobisher Way. This arrangement is far from ideal and creates difficulties during the period of peak demand (October to December) for Yodel as this coincides with Bookers period of peak demand and therefore Bookers have limited spaces available.</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>Off-site parking or some form of remote service centre has been considered and tested, but is impractical due to tight operational turnaround times, lack of availability in peak periods and leads to increased journey lengths, a decrease in productivity, loss of control and an increase in costs.</p> <p>Planning permission was granted 21 March 2017 under ref: 6/2016/2688/FULL for the reconfiguration of the car park to facilitate further parking provision. This permission has since expired. The current proposal is a resubmission for works which are identical to 6/2016/2688/FULL.</p>
<p>Constraints (as defined within WHDP 2005)</p>	<p>EMPL - EA6 (Hatfield Business Park) - Distance: 0 GB - Greenbelt - Distance: 0 LCA - Landscape Character Area (De Havilland Plain) - Distance: 0 PAR - PARISH (HATFIELD) - Distance: 0 Wards - Hatfield Villages - Distance: 0 WCCF - Watling Chase Community Forest - Distance: 0 A4HD - Article 4 HMO Direction - Distance: 0 FM10 - Flood Zone Surface Water 100mm (2721804) - Distance: 0 HAT - Hatfield Aerodrome - Distance: 0 HEN - No known habitats present (high priority for habitat creation) - Distance: 0 HEN - No known habitats present (medium priority for habitat creation) - Distance: 0 HEN - Existing habitat not currently qualifying under S41 NERC Act - Distance: 0 HEN - Existing S41 NERC Act habitat - Distance: 0 SAGB - Sand and Gravel Belt - Distance: 0 HHAA - Hatfield Heritage Assessment Area(Hatfield Business Park) - Distance: 0 HHAA - Hatfield Heritage Assessment Area(Ellenbrook Field) - Distance: 0 A4DES - Article 4 Direction Employment Sites() - Distance: 0</p>
<p>Relevant planning history</p>	<p>Application Number: S6/1996/0053/FP Decision: Granted Decision Date: 17/05/1996 Proposal: Erection of regional distribution centre</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: S6/2015/1061/MA Decision: Granted subject to a section 106 agreement 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: 6/2016/1940/PA Decision: Granted</p>

	<p>Decision Date: 04 October 2016 Proposal: Pre-application advice for revision of parking layout</p> <p>Application Number: 6/2016/2688/FULL Decision: Granted Decision Date: 21 March 2017 Proposal: Re-configuration of parking areas to facilitate improved parking provision</p>		
Consultations			
Neighbour representations	Support: 0	Object: 0	Other: 0
Publicity	<p>Site Notice Display Date: 10 May 2021 Site Notice Expiry Date: 1 June 2021 Press Advert Display Date: 5 May 2021 Press Advert Expiry Date: 26 May 2021 Neighbour notification letter</p>		
Summary of neighbour responses	None received		
Consultees and responses	<p>St Albans District Council – no comments</p> <p>Highways England – no objection</p> <p>HCC Hertfordshire Transport Programmes & Strategy – no objections subject to conditions</p> <p>WHBC Public Health and Protection – no objections subject to conditions</p> <p>No response was received from the following consultees: Lead Local Flood Authority, WHBC Landscape and Ecology, WHBC Parking Services, Affinity Water and Hatfield Town Council.</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 <input checked="" type="checkbox"/> Supplementary Design Guidance <input checked="" type="checkbox"/> Supplementary Parking Guidance <input checked="" type="checkbox"/> Interim Policy for car parking and garage sizes 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 or office workers.</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. The proposed alterations to the site layout have been kept away from this boundary to minimise the impact to these properties. 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>No neighbour representations have been received.</p> <p>The submitted documents with this application 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, resulting in adjoining neighbours to experience less noise and disturbance than the existing situation 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>Access, car parking and highway considerations</p>	<p>The site is situated on Frobisher Way, 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 suitable 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. The development will not materially affect the safety, reliability and/or operation of the Strategic Road Network and Highways England have not objected to the application on this basis.</p> <p>The proposal also includes an additional 9 car parking spaces which will increase the capacity of the car park from 382 to 391 spaces. Hertfordshire Transport Programmes and Strategy (HTPS) have commented that the Hertfordshire County Council Transport Plan Policy 5 requires all new development to provide Electric Vehicle (EV) infrastructure. The site does not benefit from EV infrastructure and HTPS have requested 10% of car parking spaces to have passive and active charging infrastructure, equating to 39 car parking spaces.</p>

	<p>However, the development is for an additional 9 car parking spaces and therefore the provision of EV infrastructure should be based upon the proposed provision of car parking spaces rather than the existing car parking spaces within the site. In this case therefore, no active or passive charging infrastructure is necessary to make this development acceptable.</p> <p>Regarding cycle parking, HTPS have requested a condition for cycle parking in order to reduce the demand for car parking as well as lockers and showering facilities to accommodate staff cycling to the site. The applicant has advised that there is cycle parking suitable for 100 cycles. A photograph of the cycle parking has been submitted which shows the cycle parking enclosure is well used but not full to capacity. There are no proposed changes to the number of staff employed on site and so additional cycle parking is not considered necessary for this development to be considered acceptable. It is also not considered necessary for the development to provide locker and showering facilities for the proposal to be considered acceptable.</p>
<p>Landscaping Issues</p>	<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 proposal has been based on making the most efficient use of the site without undue impacts on the surrounding landscape.</p> <p>The proposal results in a loss of landscaping within the site and a mitigating landscaping scheme has been submitted as part of this application. No response have been received from the Council's landscaping team however the landscaping scheme is identical to the scheme approved in previous application 6/2016/2688/FULL, which was considered to be acceptable and in line with the requirements of Policy D8 of the Welwyn Hatfield District Plan.</p>
<p>Other Material considerations</p>	
<p>Flood risk and drainage</p>	<p>The site is located outside of flood zones two and three. The SuDS Statement submitted with previous application 6/2016/2688/FULL has been submitted with this application. There have been no significant changes by way of further development within the site or changes to the flood risk of the site since previous application 6/2016/2688/FULL, where Hertfordshire County Council as the Lead Local Flood Authority raised no objections with regard to the impact on surface water flooding either on site or further afield and the proposal was been found to be acceptable in principle, subject to suggested planning conditions, in accordance with Local Plan Policy R7, R10 and the NPPF. It is therefore considered in this case that the same conditions of previous application 6/2016/2688/FULL are applicable to this application.</p>
<p>Contamination</p>	<p>Public Health and Protection have commented that the historical use of the land could contain contamination. Whilst not considered to present an issue as the proposal is for hard surfacing, Public Health and Protection have advised an unexpected finds contamination land condition in the event contamination is found.</p>

Conclusion

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 and the proposal is unlikely to present a material impact in terms of highway capacity or congestion.

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 in accordance with the aims and objectives of saved policies of the Welwyn Hatfield District Plan; the Supplementary Design Guidance; and the National Planning Policy Framework.

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. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority, and an investigation and risk

assessment must be undertaken, submitted to and approved, in writing, by the local planning authority in accordance with the following requirements:

- i) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
- ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.
- iii) The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of the above, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the above.

Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

4. 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 and the National Planning Policy Framework.

5. 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 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
004 - Revised parking layout	.	Revised Parking Layout	29 March 2021
005 - Additional parking areas	.	Existing Parking Areas	29 March 2021
006 - Location plan	.	Location plan	29 March 2021
003 - Existing situation	.	Existing Situation	29 March 2021
DR-0002		Planting Plan	22 March 2021

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

1. POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraph 38 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).

Informatives:

1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (water interest etc.) Neither does this permission negate or override any private covenants or legal interest (easements or wayleaves) which may affect the land.
2. In addition, and separate to your planning permission, for the majority of schemes, you are required by law to appoint a building regulator who will inspect your property at various stages during the course of your building project. This is to ensure it is compliant with the Building Regulations and the Building Act 1984.

The checks the building regulator will carry out include, but are not limited to, the structure, foundations, fire precautions and escape routes, electrical and plumbing compliance and other issues such as drainage and insulation. The objective of these checks is to ensure that your building is safe to live in, accessible and environmentally sustainable.

Once all build stages are checked and the works are finished, a Completion Certificate is issued confirming that these objectives have been met. You will also need the Completion Certificate, should you sell the property, as it will confirm to future owners that the work has been carried out in compliance with the Regulations.

As the owner of the property, you are responsible for Building Regulations compliance so we would urge you to decide which regulator to use, as opposed to leaving your builder or architect to make the choice. This is so that you can be sure the building regulator is truly independent and working to protect you from any breach or omission during the works.

Hertfordshire Building Control Limited are a Company wholly owned by eight local authorities in Hertfordshire including Welwyn Hatfield Borough Council. Please contact them on 01438 879990 or at buildingcontrol@hertfordshirebc.co.uk to discuss the process and all that is involved. Or alternatively refer to the Homeowner Information section on their website at www.hertfordshirebc.co.uk

Determined By:

Mr Christopher Dale
20 July 2021