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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: 6/2021/1380/FULL  
HCC ref: WH/7063/2021  
HCC received: 11 May 2021  
Area manager: Matthew Armstrong  
Case officer: Samuel Tearle

**Location**

12 SOUTHFIELD WELWYN GARDEN CITY AL7 4ST

**Application type**

Full Application

**Proposal**

Change of use to plant hire (retrospective)

**Decision**

OTHER - Insufficient information

There is insufficient information supplied with this application to enable the Highway Authority to reach a recommendation. In the absence of the necessary information, the Highway Authority recommends refusal due to doubt over possible implications for highway safety and convenience.

**Description of Proposal**

A full planning application has been submitted for a retrospective change of land use from a vehicle repair centre (B1c land use) to a Plant Hire (Sui Generis land use) at 12 Southfields.

The Application Form states the site change of use occurred on 03/03/2016. The proposals do not include any changes to the public highway or footway network.

**Existing Site Description**

The site consists of a servicing area and commercial vehicle parking area and an office / workshop. Vehicular access is via Southfield. Southfield is an unclassified public highway that is categorised as a 'L2 Local Access' within the HCC highways hierarchy.

Southfield provides vehicular access to several industrial units and is subject to a 30mph speed limit. There is no parking or waiting restrictions on Southfield and parking on the footway appears to be

common to allow for large vehicles to pass. Southfield forms the minor arm of a priority junction with Burrowfield.

### **Trip Generation**

The Transport Technical Note has predicted the net difference in vehicle trips between the previous and current land uses.

### **Previous Land Use**

The Transport Technical Note has used trip rates derived from TRICs to calculate the previous land use. The Highway Authority are satisfied with the trip rates, which predicted the site could generate:

- AM Peak (0800-0900): 13 vehicle two-trips;
- PM Peak (1700-1800): 3 vehicle two-trips;
- 12 hour (0600-1800): 117 vehicle two-trips.

### **Current Land Use**

The Transport Technical Note has based the current number of vehicles on details provided by the current operator at the site.

The details provided state that the site attracts 30-40 vehicles per day, i.e. 80 two-way vehicle trips. Evidence of the arrival and departure profile has not been provided by the applicant, and also the types of vehicle have not been detailed in the arrival / departure profile. These details must be provided by the applicant in order to demonstrate and evidence the site operator's trip attraction.

### **Net Difference**

The Transport Technical Note has calculated the net difference in daily trips to be in the worst case a reduction of -37 two-way trips per day.

Based on the details above, the change in number of vehicles is not expected to be significant. However, the Highway Authority have concerns regarding the accuracy of the details provided by the applicant for the Current land use that must be clarified prior to considering whether the trip generation exercise is an accurate prediction.

### **Traffic Impact / Design Considerations**

#### **Vehicular Access**

The proposals do not include any changes to the access arrangements or the public highway. The Transport Technical Note has included a swept path drawing for a 10m length rigid HGV vehicle.

The Highway Authority are concerned that the Transport Technical Note contained only limited details of the types of vehicle that access the site and therefore the swept path shown in Drawing No. SP01 may not be representative of the largest vehicle that will commonly use the site (i.e. lengths of low loaders and articulated vehicles). Without these details there is a highway safety risk that large vehicles may reverse long distances on the public highway.

There is also a concern that the details of formal on-site car parking arrangements have not been provided or shown on a plan. Therefore, the turning area of vehicles in the yard may be blocked by informal parking.

#### **Pedestrian Access**

Parking on the footway appears to be common on Southfield. Parking on the footway blocks safe and suitable access for pedestrians of all ages and abilities and is against the principles set out in the NPPF and HCC Local Transport Plan.

## **Parking**

The applicant has provided no details of the number of on-site car parking spaces, nor details of cycle parking provision.

Without details of the number of formal car parking spaces, there is a risk the current site adds to the existing footway parking issue. Details of EV charging spaces must be provided.

Cycle parking must also be provided. The HCC Local Transport Plan requires all sites to provide cycle parking provision.

## **Highway Safety**

The Transport Technical Note has not included a review of personal injury collisions that have occurred on the local highway network over the most recently available five-year period of data. The Highway Authority request this is undertaken, and details of patterns/clusters of collisions must be provided.

## **Conclusion**

At this stage the Highway Authority wishes to raise an objection to the application due to insufficient information. The applicant must provide the following details:

- Evidence of the 'Current' trip generation of the site on a typical weekday [this must include a breakdown of the type of vehicles attracted to the site, number of staff etc];
- Details and dimensions of the types of vehicle, including low loaders and associated swept paths /turning process;
- Details of formal on-site car and cycle parking provision shown on a plan;
- Review of personal injury collisions on the local highway network over the most recently available five years of data.

Without the submission of the requested details, the Highway Authority are unable to determine the impact to the safety and operation of the local highway and footway networks.

## **Signed**

Samuel Tearle

1 June 2021