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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: 2 September 2021
Area manager: Matthew Armstrong
Case officer: Samuel Tearle

Location

12 SOUTHFIELD WELWYN GARDEN CITY AL7 4ST

Application type

Full Application

Proposal

AMENDED PROPOSAL
Change of use to plant hire (retrospective)

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 does not wish to restrict the grant of permission subject to the following conditions:

Condition 1: Retention of turning area

Following first occupation of the hereby permitted retrospective application, the turning area shown by the Swept Path Analysis Drawing No. SP02 Rev A must be retained and kept clear at all times for loading and unloading purposes of all deliveries, servicing and operational vehicles at the site.

Reason: To allow for the efficient delivery of goods (NPPF para 112(d)) and prevent conflict with neighbouring areas, pedestrians, cyclists and vehicles (NPPF para 112 (c)).

COMMENTS/ANALYSIS

Background

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 Highway Authority have previously issued a statutory consultee response (dated 01 June 2021) which recommended refusal due to insufficient information. The response requested the following additional information must be provided:

- 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.

The applicant has submitted a Technical Note 02, dated 18 August 2021, which has been reviewed in the section below.

Trip Generation

The previous statutory consultee response stated that the applicant must provide 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].

The Technical Note 02 has included a traffic survey of the current site between Tuesday 20 July 2021 and Thursday 22 July 2021.

Based on the results of the traffic survey, the Highway Authority are satisfied the site will generate 30-40 vehicle movements per day, and roughly 6-7 vehicle movements in the AM Peak (0800-0900) and PM Peak (1700-1800) respectively. Overall the Highway Authority are satisfied the site will not have a severe impact to the operation / theoretical performance of junctions on the local highway network.

Traffic Impact / Design Considerations

Vehicular Access

The previous statutory consultee response stated that the Transport Technical Note 01 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 representative of the largest vehicle that will commonly use the site (i.e. lengths of low loaders and articulated vehicles).

The Technical Note 02 has found on average six OGV1+2s vehicles (typically HGVs) visit the site, i.e. 12 two-way vehicle movements. The Technical Note 02 states the longest vehicle will be 12m x 2.55m 26 tonne rigid truck. A swept path drawing (Drawing No. SP02 Rev A) has been submitted which shows a 12m vehicle can enter and exit the service yard in a forward gear.

On the basis that the applicant has demonstrated the largest vehicle owned by the site can turn on-site, it is requested by way of planning condition that the turning area shown by the swept path on Drawing No. SP02 Rev A is retained and kept clear at all times for loading and unloading purposes.

This condition is considered necessary to allow for the efficient delivery of goods (NPPF para 112(d)) and prevent conflict with neighbouring areas, pedestrians, cyclists and vehicles (NPPF para 112 (c)).

Car Parking

The previous statutory consultee response stated the applicant has provided no details of the number of on-site car parking spaces, 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.

The Technical Note 02 states the majority of parking for the site occurs on the frontage in an informal tandem arrangement where necessary. The plan shown in Appendix D of the Technical Note, Drawing No. PL01 Rev A, shows the provision of seven on-site car parking spaces for staff / visitors.

Based on the Welwyn Hatfield Supplementary Parking Standards (Jan 2004), the current site would likely fall within a B2 (1 space per 50sqm) or B8 usage (1 space per 75sqm). On the basis that the site is 677sqm, this would equate to a maximum of 13-9 spaces. It is noted that this provision is for maximum standards and that the Highway Authority under the HCC local Transport Plan look to minimise the provision of car parking in order to discourage vehicle trips. It should also be noted that the overall determination of parking provision is a matter for the LPA.

Cycle Parking

The previous statutory consultee response found the Technical Note 01 provided no details of the cycle parking provision.

The Technical Note 02 states that the site will provide a total of four cycle parking spaces, comprising spaces within the yard and two spaces within the building. The Highway Authority are satisfied with this provision.

Highway Safety

The previous statutory consultee response found the Technical Note 01 had not included a review of personal injury collisions. The Technical Note 02 has included a review of personal injury collisions and found no patterns/clusters of collisions.

Conclusion

The Highway Authority does not wish to raise an objection to the proposals subject to the inclusion of the recommended planning condition.

Signed

Samuel Tearle

9 September 2021