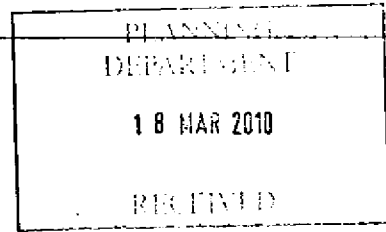


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Sent: 17 March 2010 15:06
To: Planning
Subject: Planning application N6/2010/0263/MA - BIO-PARK



Response to Planning application from Hertfordshire County Council (T and CP GDP Order 1995)

District ref: N6/2010/0263/MA
HCC ref: WH/45/2010
HCC received: 24/02/2010
Area manager: James Dale
Case officer: Lindsey Lucas

Location

BIO-PARK
 Broadwater Road
 Welwyn Garden City

Application type

Full application

Proposal

ERECTION OF TWO STOREY BUILDING FOR EMPLOYMENT (B1) USE

Decision

Notice is given under article 10 of the Town and Country Planning (General Development Procedure) Order 1995 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1. C8.12 - The area set aside for car parking shall be laid out and surfaced, in accordance with a scheme which has been submitted to and agreed in writing by the local planning authority before the buildings hereby permitted are first occupied and shall be retained permanently there after for the accommodation of residents/occupiers and shall not be used for any other purpose.

Reason: To ensure that the spaces are provide prior to the occupation of the units in the interests of highway safety.

1. Two months prior to the first occupation of the development the applicant shall implement a Green Travel Plan with the object of reducing the staff and visitors travelling to the development by private car which shall be first submitted to and approved by the Planning/Highway authorities.

Reason: To promote sustainable transport measures to the development in accordance with policy M3 of the Welwyn Hatfield District Plan 2005.

COMMENTS:

The proposal is for an additional 1,375sqm of laboratory and office space at the BioPark. Currently there are 9,714sqm of office and laboratory floorspace and the site has 319 parking spaces. The site is accessed from Broadwater Road, the A1000. It serves as a main distributor road and is subject to a

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30 mph speed restriction. The proposal is to reduce the level of parking on site to 275 spaces. The site is located within zone 2.

The application is supported by a Transport Statement which provides an assessment of the number of vehicle trips which the proposal could be expected to generate. An additional Traffic survey addendum has also been provided which gives details of current traffic movements to the site and an indication of car park usage. This demonstrates that the existing car park is underused. Providing 275 spaces equates to a provision of 1space per 40 sqm. Welwyn Hatfield BC is the parking authority and will determine whether this level of parking is appropriate for the site in accordance with their parking standards. The car park occupancy survey shows that for the existing offices the maximum occupancy is just over 110 spaces. Based on the existing traffic flows the proposal will generate an additional 12 trips in the AM peak and an additional 10 trips in the PM peak. Although there are capacity issues at the Broadwater Road/ Bridge Road junction, the impact on this junction caused by this increase in trips will be minimal (an additional 5 or 6 trips through the junction in the peak hour). The reduction in overall parking will mean that even if the parking is fully utilised, the number of trips will be less than could be generated by the existing car park,

The transport statement makes reference to local bus services (2.9- Table 2.1) and these contain many errors. Most notably the 365 provides one afternoon service along Broadwater Road and does not regularly operate in the site catchment area. The other error is with the 201 service which only operates on Tuesday and Friday's only. Therefore, the only regular service is the 601 which is correctly identified. This is accessed from Broadwater Road a distance of 280m from the site.

Welwyn Garden City rail station is approximately 900 metres from the site and the local bus interchange is approximately 1 kilometre where further services may be found. Both of these interchanges are presently accessed from an existing step only footbridge which currently does not meet accessibility requirements. The alternative route requires an additional 300 metre walk via Bridge Road East.

It is noted that free travel is proposed for route 601 and 201 (3.4). It would benefit occupiers if this was extended to include other UNO routes which serve Welwyn Garden Bus Station. Details of such proposals could form part of a Green Travel Plan for the site.

Hertfordshire County Council as Highway Authority considers the proposal would not have an unreasonable impact on the safety and operation of the adjoining highways.

Lindsey Lucas

Date 17/03/2010

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