

Response to LHA Consultation Planning Application Ref: 6/2018/3292/MAJ

Introduction

- 1.1 Mayer Brown Limited (MB) has been appointed by Marbrook Care to provide highways and transport related assistance in relation to the new planning application for the redevelopment of 43 to 54 Broadwater Road in Welwyn Garden City, Hertfordshire. The redevelopment comprises the construction of a 104-unit care home (comprising 91 bedrooms and 13 one-bedroom suites).
- 1.2 Planning application 6/2018/3292/MAJ was submitted to Welwyn Hatfield Borough Council (WHBC) in December 2018. The submitted information in support of the planning application included a Transport Statement (TS) and Travel Plan (TP) dated December 2018 produced by Mayer Brown Limited.
- 1.3 A consultation response was received from the Hertfordshire County Council (HCC) as the local highway authority (LHA) on 11th March 2019. The main issues raised within the consultation response have been summarised within this note and responses provided with additional information where required.

Summary of LHA Consultation Response Issues

- 1.4 HCC have stated that:

“Development proposals fail to provide a suitable form of servicing solution for the use proposed. Insufficient mitigation is proposed for the potential loss of parking on refuse collection days, and development proposals fail to demonstrate that parking (inclusive of sterilised spaces) is sufficient to accommodate staff demand, particularly at shift handovers. Development proposals are considered shall displace parking onto local roads to the detriment of highway safety and capacity”.

Trip Generation

- 1.5 HCC have confirmed that the trip generation methodology is acceptable and results in a material benefit to the local highway network.

Access/Layout

- 1.6 HCC have confirmed that the proposed access is considered appropriate for the proposed development.

Parking

1.7 HCC have commented:

“Parking is provided in accordance with the Welwyn Hatfield interim parking standards, and represents the provision at the recommended level of 33 spaces. Such spaces shall be for use by staff and visitors noting that use by residents is unlikely dependent on their level of care needs. Application form suggests 23 staff members, but no information exists on whether this is at any one time nor details on staff handover (whereupon pressure on parking is intensified). Hours of visiting may include daytime hours”.

1.8 As previously stated within the TS produced by MB, dated December 2018, there will be a maximum of 23 staff members on site at anyone time. Additional information relating to the staff shift patterns are detailed in **Table 1.1**.

Shift Details	Start	End	No. of Staff
Shift 1	07:30	14:30	14
Shift 2	14:30	21:30	14
Shift 3	21:30	07:30	9
Office	09:00	17:30	5
Kitchen/Laundry	08:00	16:00	4
Total			46

Table 1.1: Staff Shift Details

1.9 In order to demonstrate that the level of proposed car parking provision is adequate for the operation of the development a car park accumulation exercise has been carried out. The staff vehicular movements have been allocated to the appropriate times of day for their arrival and departure from the site. The number of staff movements has been factored by 0.72 to represent the number of car driver trips, to provide a robust assessment. The 72% figure has been obtained from the 2011 Census based on the following journey to work data:

- Place of Work: E02004986: Welwyn Hatfield 007 (2011 super output area - middle layer)
- Usual Residence: All areas, 2011 Super Output Area - Middle Layer

1.10 The resulting daily profile of staff car trips is detailed in **Table 1.2**.

Time	Staff Vehicular Movements		
	Arrivals	Departures	Total
06:00-07:00	0	0	0
07:00-08:00	13	6	19
08:00-09:00	4	0	4
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	10	10	20
15:00-16:00	0	0	0
16:00-17:00	0	3	3
17:00-18:00	0	4	4
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	6	10	16
	33	33	66

Table 1.2: Staff Vehicular Movements – Daily Profile

- 1.11 The daily profile of vehicular trips has been obtained from TRICS, using the TRICS data provided within Appendix C of the TS produced by MB, dated December 2018. The resultant daily profile of vehicular trips is detailed in **Table 1.3**. For the purpose of this assessment adjustments have been applied to the TRICS profile to reflect the known staff vehicular movements between 14:00-15:00 and 21:00-22:00 where the TRICS profile resulted in fewer vehicular trips at these times.

Time	Total Vehicular Movements			Accumulation	Spare Spaces
	Arrivals	Departures	Total		
06:00-07:00				6	27
07:00-08:00	13	7	20	13	20
08:00-09:00	9	6	15	16	17
09:00-10:00	7	4	12	19	14
10:00-11:00	9	6	14	22	11
11:00-12:00	9	7	16	24	9
12:00-13:00	9	7	16	25	8
13:00-14:00	9	9	18	25	8
14:00-15:00	10	10	20	25	8
15:00-16:00	7	13	20	20	13
16:00-17:00	5	9	15	16	17
17:00-18:00	4	9	13	11	22
18:00-19:00	4	4	8	11	22
19:00-20:00	5	7	12	10	23
20:00-21:00	4	6	9	8	25
21:00-22:00	6	10	17	4	29
TOTAL	111	113	224		

Table 1.3: Total Vehicular Movements – TRICS Daily Profile

- 1.12 It can be seen from **Table 1.3** that the level of parking experienced can be accommodated within the parking provision provided on-site. The maximum car parking accumulation

occurs between 12:00 and 15:00 with a total of 25 spaces occupied, resulting in eight spare car parking spaces.

- 1.13 Full details of the daily trips profile and car park accumulation calculations are provided in **Appendix A**.
- 1.14 This assessment is considered to be robust and uses modal split information from the local census data for the area.

Servicing

- 1.15 HCC have commented:

“The revised layout in terms of vehicles presents the Highway Authority with significant concern. Whilst drawing BPWELWYNGC.1/TK05 Rev A provides swept path for refuse lorries (12.1m) it is necessary to observe that the ability for such vehicles to turn within the site requires 10 parking spaces to be empty (such spaces all adjacent to each other). Servicing therefore requires approximately 1/3rd of the total car parking capacity to be vacated

Noting the reliance on removal of parking for servicing, and absence of any firm detail on how this is managed, the HA recommend the LPA assess the development proposals against the level of parking available when areas for turning are needed i.e. 23 spaces.

In the absence of firm arrangements for the protection of spaces for servicing, and recognising that bin stores are a significant distance away from the highway, the Highway Authority present concerns that the servicing of the development shall have an unacceptable impact on the safety and efficiency of the local road network, either by displacing upto 10 vehicles weekly onto local roads already experiencing high degrees of parking demand and potentially resulting in unsafe or obstructive parking, or by forcing refuse vehicles to reverse out of the site prejudicial to the safety of other highway users. For this reason the Highway Authority recommend that the application be refused”.

- 1.16 It is not unusual for developments of this nature to require some form of car parking management in order to facilitate on-site refuse collection. The TS referred to a large refuse vehicle with a length of 12.1m, details have since been obtained from WHBC regarding the specification of the exact vehicles that are used by WHBC. The swept path analysis has been revised to allow for the WHBC specified refuse vehicle. The revised swept path analysis is provided in **Drawing No. BPWelwynGC.1/TK09 Rev A** included at the back of this note. It can be seen that the revised vehicle requires eight car parking spaces to be coned off to allow access.

- 1.17 It can be seen from **Table 1.3** that the maximum parking accumulation results in eight or more spare car parking spaces at all times. Prior to 11:00 in the morning and after 15:00 in the afternoon the car park would have significantly more spare parking spaces. The spaces required for the refuse collection would only need to be coned off prior to the collection which is anticipated to be during the morning before 11:00 hours. The car park would be managed by a member of the care home staff, who would oversee the collection and ensure that the required space was available. The above demonstrates that the car park would therefore be able to accommodate the manoeuvring requirements of the refuse collection with ease.
- 1.18 Marbrook Care have advised that they will be using a private contractor to carryout the waste collection from the development and that the vehicles they will be using will be considerably smaller than those specified by WHBC. **Figure 1.1** shows a 5m long refuse/recycling collection vehicle used by KP Waste, the intended private contractor.



Figure 1.1: KP Waste 5m Refuse/Recycling Collection Vehicle

- 1.19 For robustness, swept path analysis has been carried out based on a slightly larger vehicle than the 5m vehicle contained within the private contract vehicle fleet, measuring 6.6m in length. The results are detailed in **Drawing No. BPWelwynGC.1/TK10**. It can be seen

from the swept paths that the vehicle can enter and exit the site in forward gear without the need for any car parking spaces to be coned off.

- 1.20 The refuse collection time would be arranged with the private contractor to take place first thing in the morning when vehicular movements are at their lowest to avoid conflict with cars.
- 1.21 Therefore, the refuse collection at the proposed development is not considered to result in any additional impact on the local highway network. The car parking provision on site has been demonstrated to adequately cater for the predicted daily demand associated with the proposed development.

Sustainability

- 1.22 HCC have commented:

“Development proposals are submitted supported by a Travel Plan (Mayer Brown, December 2018). Review of the document suggests that it is broadly acceptable, however it is recognised that it represents an interim travel plan, with Travel Plan Coordinator identified as being appointed as an action rather than defined within the document, and – importantly – baseline survey and setting of targets are each defined as actions upon opening (50% occupation as the trigger for the former). It shall have been possible to utilise modal split from TRICS assessment or Census 2011 in the production of interim targets. Notwithstanding these observations, the Travel Plan is broadly acceptable. It does however identify that its’ scope is employees, however there are opportunities (through provision of information and promotion of alternatives to the private car) to influence visitor travel also”.

- 1.23 The above comments have been noted and the Travel Plan has been revised accordingly. A copy of the revised Travel Plan dated April 2019 has been submitted to the Local Planning Authority to be considered along with the rest of the planning application.

Summary and Conclusion

- 1.24 Mayer Brown Limited (MB) has been appointed by Marbrook Care to provide highways and transport related assistance in relation to the planning application for the redevelopment of 43 to 54 Broadwater Road in Welwyn Garden City, Hertfordshire. The redevelopment comprises the construction of a 104-unit care home (comprising 91 bedrooms and 13 one-bedroom suites).
- 1.25 Planning application 6/2018/3292/MAJ was submitted to Welwyn Hatfield Borough Council (WHBC) in December 2018. The submitted information in support of the planning

application included a Transport Statement (TS) and Travel Plan (TP) dated December 2018 produced by Mayer Brown Limited.

1.26 A consultation response was received from the Hertfordshire County Council (HCC) as the local highway authority (LHA) on 11th March 2019. The main issues raised within the consultation response have been summarised within this note and responses provided with additional information where required.

1.27 In response to the main issues raised this note has demonstrated that:

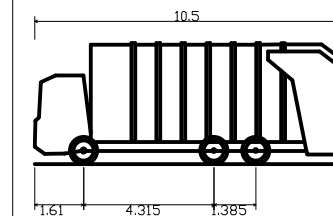
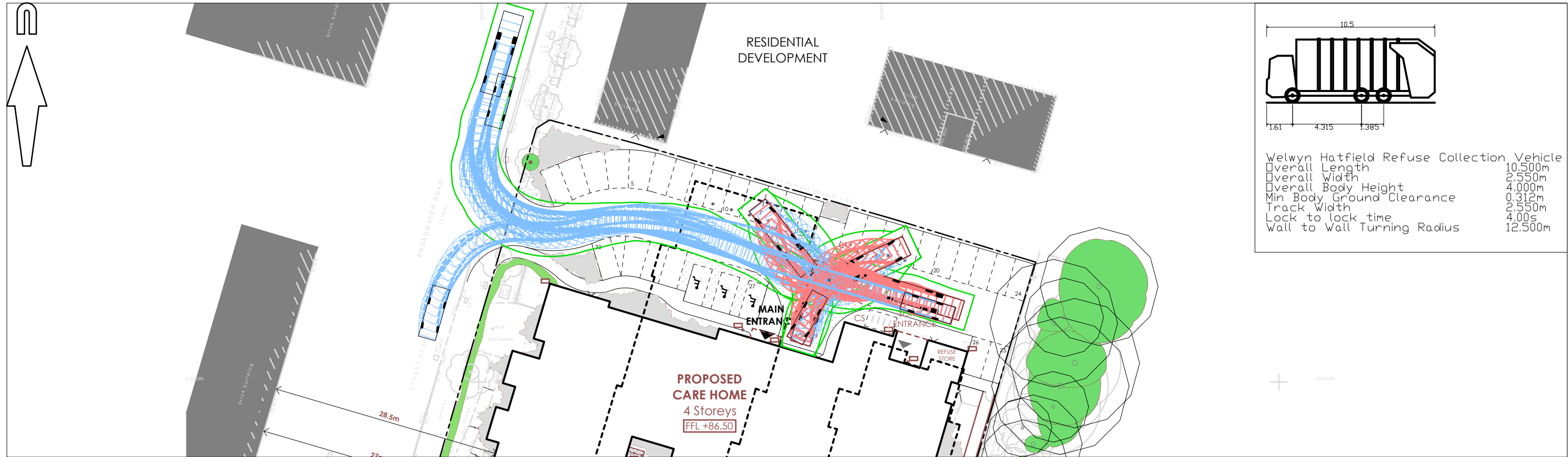
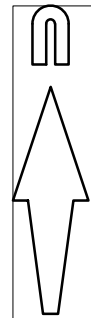
- The proposed parking provision is adequate to cater for the predicted daily demand for the proposed development based on the staff shift patterns.
- The servicing of the development can be accommodated within the site using the specified WHBC vehicle with the requirement to cone off eight car parking spaces. These eight car parking spaces which can be made available at all times, ensure that the development can be serviced without detriment to the local highway network..
- The car park would be managed by a member of the care home staff to ensure the required space was available.
- The care home will be serviced by a private contractor to collection the waste from the site. The private refuse vehicle can be accommodated within the car parking area without the need to cone off any spaces.

1.28 Based on the evidence produced in this response note, it is considered that the proposed development will not have a material impact on the operation of the local highway network or have a detrimental impact on local highway safety in relation to the servicing of the development or the parking provision provided. Therefore, it is considered that there are no highway or transport reasons that would support refusal of the planning application.

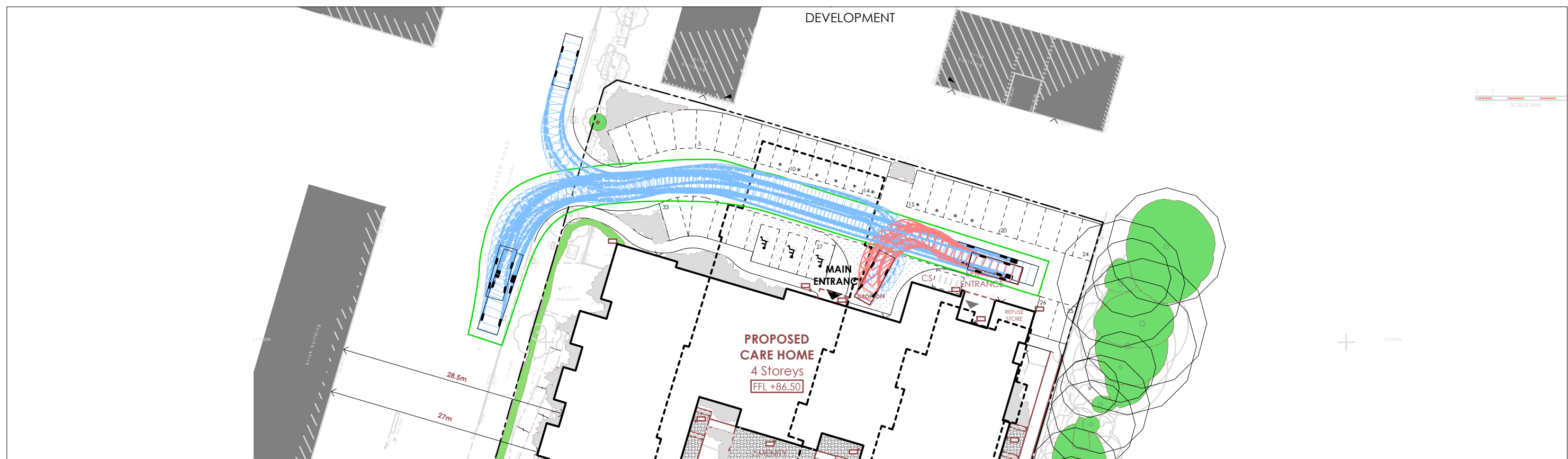
Author: NE

Date: 29/04/2019

DRAWINGS



Welwyn Hatfield Refuse Collection Vehicle
 Overall Length 10.500m
 Overall Width 2.550m
 Overall Body Height 4.000m
 Min Body Ground Clearance 0.312m
 Track Width 2.550m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 12.500m



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client
MARBROOK CARE

project
**43 - 54 BROADWATER ROAD,
 WELWYN GARDEN CITY**

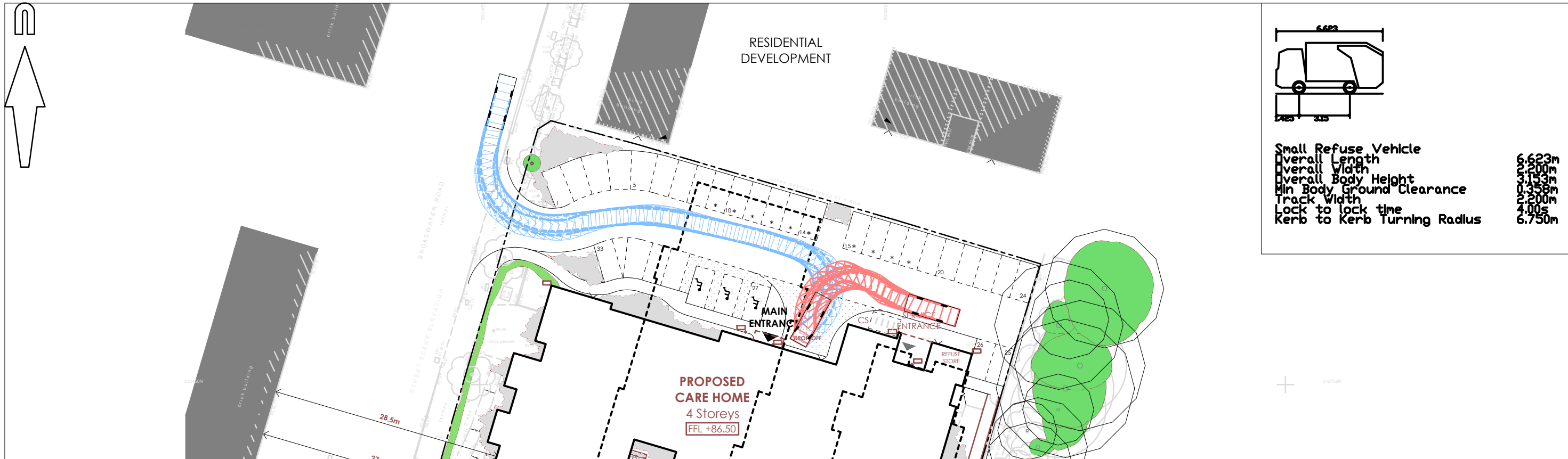
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**SWEPT PATH ANALYSIS
 WELWYN HATFIELD BOROUGH COUNCIL REFUSE
 COLLECTION VEHICLE ENTERING/EXITING SITE**

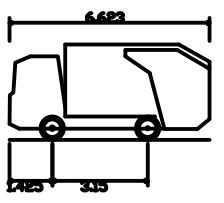
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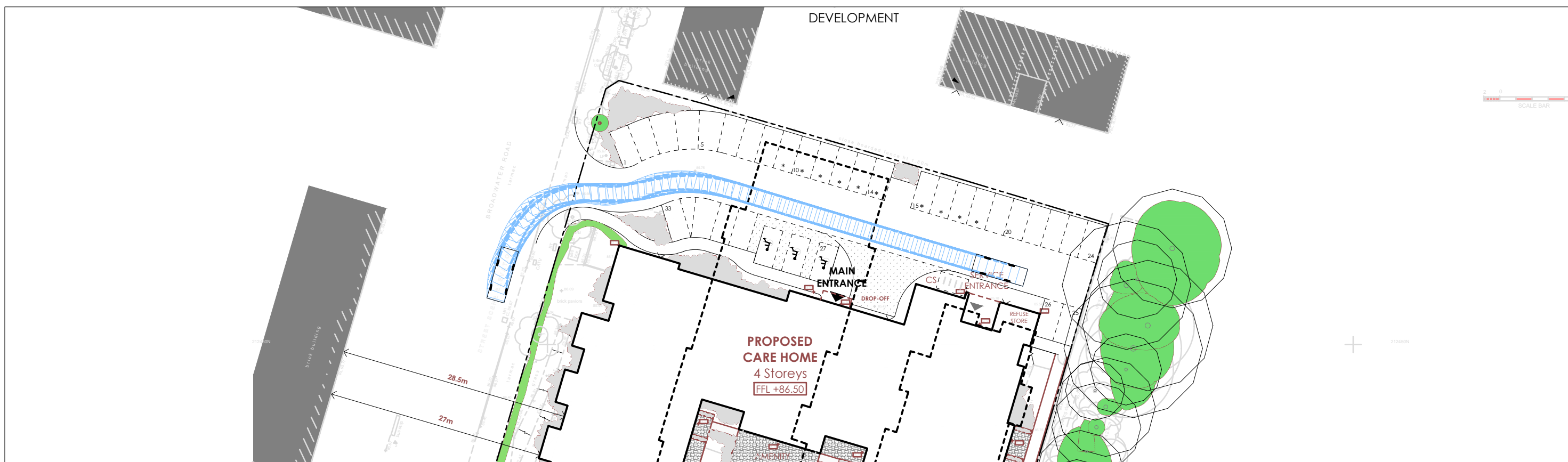
date APRIL 2019 cad file TK09.DWG

drawing number **BPWELWYNGC.1/TK09**

rev. **A**



	
Small Refuse Vehicle	
Overall Length	6.623m
Overall Width	2.200m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.750m



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client
MARBROOK CARE

project
**43 - 54 BROADWATER ROAD,
 WELWYN GARDEN CITY**

title
**SWEPT PATH ANALYSIS
 KP WASTE REFUSE COLLECTION
 VEHICLE ENTERING/EXITING SITE**

scale 1:500 @ A3	drawn by OAN	checked by NE
date APRIL 2019	cad file TK10.DWG	
drawing number	rev.	
BPWELWYNGC.1/TK10		

APPENDIX A: Daily Profile and Accumulation Calculations

BPWelwynGC.1
Shift Patterns & Parking Accumulation

Shift Details	Start	End	No. of Staff
Shift 1	07:30	14:30	14
Shift 2	14:30	21:30	14
Shift 3	21:30	07:30	9
Office	09:00	17:30	5
Kitchen/Laundry	08:00	16:00	4
Total			46

Proposed Spaces = 33

Car Driver = 72%

Time	Staff Movements			Acc
	Arr	Dep	Total	
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				9
07:00-08:00	18	9	27	18
08:00-09:00	5		5	23
09:00-10:00			0	23
10:00-11:00			0	23
11:00-12:00			0	23
12:00-13:00			0	23
13:00-14:00			0	23
14:00-15:00	14	14	28	23
15:00-16:00			0	23
16:00-17:00		4	4	19
17:00-18:00		5	5	14
18:00-19:00			0	14
19:00-20:00			0	14
20:00-21:00			0	14
21:00-22:00	9	14	23	9
22:00-23:00			0	9
23:00-24:00			0	9
Daily Trips	46	46	92	

Time	Staff Car Movements			Acc	Spare Spaces
	Arr	Dep	Total		
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00				6	27
07:00-08:00	13	6	19	13	20
08:00-09:00	4	0	4	17	16
09:00-10:00	0	0	0	17	16
10:00-11:00	0	0	0	17	16
11:00-12:00	0	0	0	17	16
12:00-13:00	0	0	0	17	16
13:00-14:00	0	0	0	17	16
14:00-15:00	10	10	20	17	16
15:00-16:00	0	0	0	17	16
16:00-17:00	0	3	3	14	19
17:00-18:00	0	4	4	10	23
18:00-19:00	0	0	0	10	23
19:00-20:00	0	0	0	10	23
20:00-21:00	0	0	0	10	23
21:00-22:00	6	10	17	7	26
22:00-23:00					33
23:00-24:00					33
Daily Trips	33	33	66		

Note:
% Car Driver obtained from 2011 Census Data
Place of Work:E02004986 : Welwyn Hatfield 007 (2011 super output area - middle layer)
Usual Residence: All areas, 2011 Super Output Area - Middle Layer

no. of beds = 104

Time	TRICS Trip Gen - Total Vehicles			Acc	Spare Spaces
	Arr	Dep	Total		
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00				6	27
07:00-08:00	13	7	20	13	20
08:00-09:00	9	6	15	16	17
09:00-10:00	7	4	12	19	14
10:00-11:00	9	6	14	22	11
11:00-12:00	9	7	16	24	9
12:00-13:00	9	7	16	25	8
13:00-14:00	9	9	18	25	8
14:00-15:00	10	10	20	25	8
15:00-16:00	7	13	20	20	13
16:00-17:00	5	9	15	16	17
17:00-18:00	4	9	13	11	22
18:00-19:00	4	4	8	11	22
19:00-20:00	5	7	12	10	23
20:00-21:00	4	6	9	8	25
21:00-22:00	6	10	17	4	29
22:00-23:00					33
23:00-24:00					33
Daily Trips	111	113	224		

Note:
TRICS Accumulation adjusted to match staff shift times
Adjustments made to 14:00-15:00 & 21:00-22:00 (additional trips added)

Time	TRICS Trip Gen - Visitor			Acc	Spare Spaces
	Arr	Dep	Total		
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00				2	31
07:00-08:00	0	0	0	2	31
08:00-09:00	6	6	11	2	31
09:00-10:00	7	4	12	5	28
10:00-11:00	9	6	14	8	25
11:00-12:00	9	7	16	9	24
12:00-13:00	9	7	16	11	22
13:00-14:00	9	9	18	10	23
14:00-15:00	0	0	0	10	23
15:00-16:00	7	13	20	5	28
16:00-17:00	5	7	12	4	29
17:00-18:00	4	5	9	3	30
18:00-19:00	4	4	8	3	30
19:00-20:00	5	7	12	2	31
20:00-21:00	4	6	9	0	33
21:00-22:00	0	0	0	0	33
22:00-23:00	0	0	0	0	33
23:00-24:00	0	0	0	0	33
Daily Trips	78	80	158		

Note:
Visitor trips assumed to be TRICS All vehicles minus Staff movements