

Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHO242
County Hall
Pegs Lane
Hertford
SG13 8DE

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: 6/2019/2714/OUTLINE
HCC ref: WH/312/2019
HCC received: 6 August 2020
Area manager: Roger Taylor
Case officer: Paul Marshall

Location

YMCA, 90 Peartree Lane Welwyn Garden City AL7 3UL

Application type

Outline

Proposal

AMENDED PROPOSAL

Outline planning application for a hybrid application for demolition of existing hostel, development of a four storey 100 bed YMCA Hostel (All details submitted for determination) and a 2,3 and 4 storey building providing up to 43 residential apartments (All details retained for future determination as reserved matters, except means of access) with associated car parking and landscaping

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 recommends that permission be refused for the following reasons:

Application: WH/312/2019 District Ref: 6/2019/2714/OUTLINE Site: YMCA, 90 Peartree Lane, Welwyn Garden City

CONDITIONS

CON1) Existing Access: Improved: Prior to the first occupation of the development hereby permitted the vehicular accesses (indicated for improvement on drawing number 8057 P101 Proposed Site Layout) shall be upgraded to include tactile paving across the access on Peartree Farm and resurfacing of the bell mouth with Peartree Lane.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON2) Construction Management Plan / Statement: No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority, in consultation with the Highway Authority. This should be based on the Hertfordshire's Construction Management Template available from <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>. The development shall be carried out in accordance with the approved Construction Traffic Management Plan. Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Travel Plan: Agreed and Forming Part of the Application- No part of the development hereby permitted shall be occupied prior to the implementation of the approved Framework Travel Plan dated October 2019. Those parts, excluding the following which need to be addressed:

Comment

- 1. In general, a suitable location and set of proposed Travel Plan measures to encourage sustainable travel from the development*
- 2. Travel Plan Coordinator (TPC) needs to be in place ahead of first occupation*
- 3. More information on the TPC's duties, background, frequency on site will be needed*
- 4. £6000 travel plan monitoring fee will be required, to be secured via S106*
- 5. £50 contribution per flat to bus/sustainable travel incentives will be required*
- 6. Bi-annual survey – SAMS/TRICS preferred as well or instead*

of the approved Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

CON3) Bus stop improvements: The occupation of the development authorised by this permission shall not begin until the works to provide Kessel kerbs at the bus stops on Mill Green Lane, have been completed in accordance with the local planning authority's written approval and have been certified in writing as complete on behalf of the local planning authority; unless alternative arrangements to secure the specified works have been approved in writing by the local planning authority.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

CON4) Electric Vehicle Charging Points (EVCP): Prior to the occupation of the development hereby permitted, the details of the siting, type and specification of EVCPs, the energy sources and the strategy/management plan for supply and maintenance of the EVCPs shall be submitted to and approved in writing by the Local Planning Authority. All EVCPs shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

Highway Informative:

The Highway Authority recommends inclusion of the following Advisory Notes (ANs) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1. Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated bus stop improvements. The requirement as part of the offsite s278 works is to:

- Upgrade of bus stops on Mill Green Road*
- Upgrade of bell mouth on Peartree Farm junction*
- Tactile paving on each side of the site access junction*

The details should be included as part of the s278 drawing as part of the required highway work in conjunction with the development. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2: Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

AN3: Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047

Description of the Proposal

The proposals consist of an outline planning application for a hybrid application for demolition of existing hostel, development of a four storey 100 bed YMCA Hostel (All details submitted for determination) and a 2,3 and 4 storey building providing up to 43 residential apartments (All details retained for future determination as reserved matters, except means of access) with associated car parking and landscaping

The subject site is located within the Welwyn Hatfield District Council area.

History

There is no prior relevant highway planning history related to this application.

Analysis

The applicant has provided a Transport Assessment for review as part of the application package. This is considered sufficient and in line with the requirements of the Roads in Hertfordshire: Highway Design Guide 3rd Edition, Section 1: Policy Information and General Guidance, Chapter 7: General Requirements for Transport Assessments, para 7.3 of the Roads in Hertfordshire Guidance.

Site Description

The site is owned and operated by One YMCA and the existing 125-bedroom hostel includes a variety of catered and self-catered rooms. In addition, there are communal facilities for residents including dining, lounge, computer suites and community support facilities. The majority of the hostel is accommodated within the collection of 2 storey buildings to the rear of the site along with car parking and servicing areas. The front portion of the site was previously a nursery and currently accommodates the hostel's maintenance facilities and offices for complementary charity organisations

Vehicle Access

The site is situated on Peartree Lane, which is a single carriage way unclassified local access road. Broadwater Road which is a principle 'A' road and a main distributor, runs west to north of the site and is the primary route, both roads are subject to a 30mph speed limit. Current vehicular and pedestrian access to the site is via Peartree Farm

Access arrangements are in the form of a minor junction with Peartree Lane and Peartree Farm. Peartree Farm is an unadopted internal access road (shared surface) which winds through the site narrowing before emerging north east of the site on to The Hyde, which is unclassified local access road subject to a 30mph speed limit.

Internal Road Layout

The proposed site layout has not been successfully tested with a swept path analysis on (drawings SP01,2, and 3 A) with a waste collection vehicle (11.2m long). Vehicles should be a minimum of 12.1m

Pedestrian Access and facilities

The site layout indicates a network of proposed footways linking the public footways on Peartree Lane with the proposed development. The main footways around the site measure circa 1.5 to 1.8m.

Tactile paving and dropped kerbs to ease pedestrian crossing at the junction of Peartree Lane and Peartree Farm and Kassel kerbs for the bus stops on Peartree Lane would be necessary to be delivered as part of s278 works.

Cycle Access and facilities

There are no cycleways proposed that may be used by cyclists that provide connections to the local highway network.

Waste Collection and Storage

Provision has been made for on-site bin-refuse stores within 30m of each unit and within 10m of the kerbside/bin collection point.

The internal roads cannot accommodate manoeuvring space for waste collection vehicles (12.1m refuse vehicle). The proposed residential units meet the requirements for waste storage.

Parking

Car Parking Provision

In respect of the parking, spaces for the hostel and residential are in accordance with Manual for Streets 8.3.58, 8.3.51, which states 'The recommended dimensions of off-street parking bays are that they are laid out as a rectangle at least 4.8 m long by 2.4 m wide for the vehicle, with 6m of manoeuvrability per space.

For residential one disabled parking bay is proposed in line LTP4 Policy 6C (Addressing the barriers to accessibility particularly regarding active modes and for people with impaired mobility 'Off-street parking: bays should be a minimum of 4800mm long by 2400mm wide with additional space:

1 Where bays are parallel to the access aisle and access is available from the side an extra length of at least 1800mm, or,

Welwyn and Hatfield Council as Parking Authority will need to take a view as to whether the proposed number of spaces is acceptable.

Cycle Parking

For the hostel secure cycle facility for 34 cycles is proposed on drawing 8057 P118 in line with Policy 1 and Policy 8 of the LTP4. In respect of residential cycle storage the transport Statement (sec 4.7) determines the scheme will also include provision for cycle storage within the building, located in two areas, catering for one bicycle for each dwelling.

Highway Safety

There have been two recorded accidents in a rolling 5-year period associated with the site. One at the junction of Peartree Farm and The Hyde and one approx. 55m into the site from Peartree Lane both were classified as slight.

Electric charging points

To meet the Local Transport Plan 4 Policy 5h, the Highway Authority needs to ensure that any new parking provision in new developments provides facilities for electric charging of vehicles. Yet no electric charging points are proposed as part of this development. The EV charging can be secured by a planning condition.

ACCESSIBILITY

PUBLIC TRANSPORT RAIL

Rail services can be accessed approximately 760 m from the site at Welwyn Garden City rail station. The station is operated by Great Northern/Thameslink, and services run to London Kings Cross, Moorgate and Cambridge. The station offers approx. 30-minute frequency to London and Cambridge

Bus Access

The nearest bus stops to the site are located on Mill Green Road, approximately 180 m to the south of the site and on Peartree Lane to the north of Hydeway, approximately 250 m to the north. They are serviced by Route 403, which runs between Hall Grove and Digswell Water via Welwyn Garden City station

ACCESSIBILITY/ SUSTAINABLE TRANSPORT CONTRIBUTIONS

Discussions with HCC's Transport Access and Road Safety unit (TWAM) identified that, as a requirement of the development a section 106 agreement would need to secure the upgrading of the nearest bus stops:

Mill Green Road

Kessel kerbs approx. £8000 Per bus stop: x2;

Real time screen £10000 x2

Highway Mitigation measures

Welwyn and Hatfield Council has not yet adopted CIL; therefore, contributions would be sought via the S106 agreement using the HCC's Planning Obligations Toolkit. The HCC's Planning Obligation Guidance (2008) implements a two-strand approach to planning obligations in order to address the immediate impacts of the new development (first strand), and the cumulative impacts of all development on non-car networks (second strand).

The Highway Authority will seek, wherever possible, to secure highway works via planning Condition and s278 agreement.

First strand:

- *Bus stops improvements;*

- *Mill Green Road*

-

Second Strand (s106):

In accordance with the HCC Planning Obligations Guidance, contributions are sought on a unit rate basis and are pooled where appropriate.

For residential use the charge is based on the number of bedrooms. This is calculated based on the following: site's accessibility zone:

19 one-bedroom units x £375= £7,125;

24 two-bedroom units x £500=£12,000;

Total: circa £19,125

This gives a sum of £19,125 which increased by 47,22% (£8,992.95) to take into account SPONS indexation (this figure can change on signing the agreement) since 2006, results in a final Sustainable Transport contribution figure of £28,117.95.

Package 13 Welwyn Garden City active travel improvements (identified in the south-central Hertfordshire growth transport plan 2019)

TRIP GENERATION AND DISTRIBUTION

Proposed Trip Generation

In terms of trip generation, the applicant uses the TRICS database 7.6.1 and demonstrates the following:

AM peak departures as 19.3 vehicle trips.

PM peak arrivals 19.5 vehicle trips

The Transport Assessment considers only the net change in trips associated with both residential and non-residential element of the proposed development.

The application uses TRICS in assessing the likely trip generation. HCC accept the basis upon which survey sets have been selected. The TA presents that the proposed development would generate 10 vehicle trips in the AM peak and 11 PM peak vehicle trips. Such level of trips amounts to approximately 1 additional vehicle every 5-minutes across an hour in the AM and PM, which in itself would not present an unacceptable impact on local highway conditions.

The Site Access Junction

Travel Plan

The application is accompanied by a Framework Travel Plan The Travel Plan team advise that the following changes should be made to the FTP these can be secured by way of a planning condition.

- 1. Travel Plan Coordinator (TPC) needs to be in place ahead of first occupation*
- 2. More information on the TPC's duties, background, frequency on site will be needed*
- 3. £6000 travel plan monitoring fee will be required, to be secured via S106*
- 4. £50 contribution per flat to bus/sustainable travel incentives will be required*
- 5. Bi-annual survey – SAMS/TRICS preferred as well or instead.*

Construction Traffic Management Plan

A demolition plan has been provided however, the TS does not contain sufficient information regarding the potential impact on the highway network during the demolition and construction of the proposed development. A Construction Management Plan should be secured by planning condition to assess the impacts on traffic flow, safety and parking during the construction of the proposed development. The Highway Authority has now an adopted CMP template available from the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>

SUMMARY

The impact of this development on the local highway network has been assessed and is shown to be acceptable with improvement to the public transport. This is to be secured via s278 works, s106 contribution, and Travel Plan. These requirements are summarised as follows:

S106 Agreement

A s106 agreement will be required to secure;

Travel Plan monitoring fee of £6,000

A sustainable contribution of £28,117.95 towards Package 13 Welwyn Garden City active travel improvements

S278 Agreement

A s278 highway agreement will be required to:

- *Kassel kerbs for bus stops on Mill Green Lane*

CONCLUSION

The Highways Development Management team has considered the impacts associated with the proposed development of the YMCA Hostel and access for 43 apartments based on the information submitted by the applicant, the Transport Assessment, Travel Plan and the detailed plans. The highway safety, accessibility and capacity have all been assessed.

The Highway Authority is satisfied that the proposed development will not have a 'severe' impact on the highway (Ref- paragraph 109 of the NPPF_Feb_2019_revised). Furthermore, the proposed improvements to, public transport would mitigate the impacts on the local highway networks. However, the swept path analysis is inadequate therefore, HCC is unable to recommend the grant of planning permission at this time

Signed

Paul Marshall

24 August 2020