HERTSMERE BOROUGH COUNCIL

Planning Committee

Thursday, 13 November 2014

Amendments and Additions – Update Sheet
Planning Committee
13th November 2014

Updates

Item 1

14/1248/FUL

Land Rear Of 12-14 Oundle Avenue, Bushey

Additional objection received in respect of the amended plans it is noted that no new issues have been raised from previous objections –

Summarised as follows -

• The bungalow is extremely large and therefore taking up a great amount of the area of the two gardens i.e. greenland. It is certainly out of character with the surrounding bungalows.
• It encroaches extremely close to the boundary of 16 Oundle Ave.
• Concerns about the build-up of water during heavy rain falls which could cause great problems for the drainage system and the possibility of potential flooding.
• The removal of trees/shrubs as well as the excavations for the foundations of the property would most certainly kill the roots of our trees and shrubs which we have nurtured and spent a great deal of time and money on over many years.
• The parking space for two parked vehicles are extremely close to the boundary fence of 16 Oundle Ave.
• There is still the issue of a wide enough path for emergency vehicle access, together with an adequate turning circle. No’s 12 & 14 Oundle Avenue would still open their front doors directly onto the new footpath which would be extremely dangerous.

Item 2

14/1111/FUL

Land South Of Elstree And Borehamwood Station And Adjacent To Coleridge Way And Byron Avenue, Borehamwood

Condition 26.

The development hereby permitted shall be carried out in accordance with the following approved plans unless otherwise agreed in writing by the Local Planning Authority:

Plan numbers:

• Block Plan – Drawing Ref: L100;
• Site Layout Plan – Drawing Ref: P.500;
• Site Layout Plan including Watercourse – Drawing Ref: P.100 Rev C;
• Detailed Site Plan (Sheet 1 of 3) – Drawing Ref: P.101 C;
• Detailed Site Plan (Sheet 2 of 3) – Drawing Ref: P.102 C;
10.64 The application was reviewed by the Council Parks Officer who made the following comment:

“Currently none is proposed on site which in theory is reasonable as our play area at Byron Avenue is less than 200m walk away from the nearest access point and if the play area proposed for the open space in Wordsworth Gardens is ever installed this would be approximately 300m walk.

However, due to the size of the play area at Byron Avenue and close proximity to neighbouring households the feasibility of any additional improvements are currently very limited. In order to accommodate the increase in usage and requirements the solution would be to extend the size of the play area – although in order to adhere to our own recommendations as to not encroach onto the existing households this would mean going into Woodcock Hill Village Green (if an agreement to use part of that land cannot be reached with the trustees than compulsory purchasing the land will have to be investigated).”
10.65 The agent has had discussions with the Parks and Projects Team and has agreed a suitable contribution of £150,000 for an off-site play provision. Given this contribution it is considered that the open space and play provision provided for the development are reasonable and acceptable.

Email from –

Andrew Lewis - received 12/11/2014.
Resident of Wordsworth Gardens And Chair of Elstree & Borehamwood Residents Association
www.elstreeborehamwoodresidents.co.uk

Dear Mr. Eagle & Ms Silver,

I have recently read the report on the Hertsmere Council website in relation to the objections it has been stated that there were only 11, however, there were in fact 59 objections submitted back in March /April to the policy and transport team with a list of different objections.

Some of objections which have not been added and are crucial to the meeting:
Cracks appearing in people’s homes as result of train vibrations (picture evidence can be provided).
Subsidence occurring in people’s back gardens.

I will be bringing these items up on Thursday evening.

The application was submitted 2\textsuperscript{nd} of May 2014 so these objections were received before the application was submitted. These objections related to the Draft Site Allocations and Development Management Policies 2014 for residential development of 50 units (Policy SADM1, Site H3).

\textbf{Item 3}

\textbf{14/1149/FUL}

1 -21 High Firs, Gills Hill, Radlett

A further 31 letters of objection and 19 letters of support have been received as a result of re-consultation for the amended plans. The objections received are all confirming that they still wish to object to the development and no new substantive issues have been raised.

Aldenham Parish Council confirm that they still wish to object to the development for the reasons set out in the Officers report.
Item 4

14/0584/FUL

199 Watling Street, Radlett, Hertfordshire
WD7 7NQ

Further Traffic Engineer comments-

“Loading facilities at 199 Watling Street proposed development site
There is an area outside the neighbouring property that is designated as “Loading Only”. This is large enough to accommodate commercial goods vehicles, so they would not have to unload on the junction or on the zigzags adjacent to the pedestrian crossing. The Parking Standards SPD does not set any required level of provision for delivery vehicles, but the presence of this space immediately adjacent specifically for loading and unloading exceeds provision at many existing retail units and is considered acceptable.

Any vehicle that illegally stops within the controlled area of the pedestrian crossing to unload, or otherwise contravenes the local restrictions on waiting, or more general rules on driving, waiting, loading and unloading would be subject to enforcement in the normal manner by the relevant body, whether Hertsmere Borough Council or the Police. It will be for the eventual occupiers of any retail units constructed to ensure that their deliveries are made in a safe and legal manner, and responsible retailers will consider this before occupying new premises.

It should be noted that a review of parking restrictions in Radlett is scheduled to begin in 2015, and this would give the opportunity to address any additions or adjustments to local parking restrictions that may be required, such as for example any new loading restrictions or changes to the hours in which permit parking operates. Given the presence of existing retail and residential properties in the immediate area, it is not anticipated that significant alterations would be required. However, the content of any changes would depend on the findings of this review, and no particular possibilities have been ruled in or out at this stage.”

Item 5

14/1544/FUL

2 Loom Lane, Radlett, Hertfordshire, WD7 8AD

2 further letters of objection have been received since the committee report was published. No new matters, to those already detailed in report, have been raised.
Item 6

14/1186/FUL

Land Rear of 15-17 London Road, Bushey, Hertfordshire

Planning Debrief

Elected members have requested further information on the following:

- Parking comparison with existing site;
- Justification for A1 pharmacy in Green Belt.

Agent comments

Parking comparison with existing site

The agent has confirmed that there are 53 car parking spaces on site (including the overflow car park which is accessed along a long path involving VERY steep steps, so quite unsuitable for many patients).

The total need for the existing site according to the Car Parking Standards SPD 2014 is 70. This is broken up into:

Attenborough and Manor View surgeries have 14 consulting rooms (require 42 spaces). There are 17 non consulting staff (require 17 spaces). Total for surgeries = 59 spaces.

Ground floor use have 3 consulting rooms (require 9 spaces) 2 non consulting staff (require 2 spaces)

Total needed for ground floor = 11 spaces

This equates to 17 car parking spaces less than maximum standard.

Case Officer comments

There is an existing shortfall in car parking provision at the (old) Medical Centre. The proposed car parking is outlined in full within the committee report. There is a shortfall in car parking provision; however justification has been provided by the agent within this update. A condition has also been recommended for a revised car parking plan as it is considered that there is sufficient space within the application site to meet the full car parking provision. This condition to be included is:

Prior to commencement of works, a revised car parking plan shall be submitted to and approved in writing by the Local Planning Authority.

Justification for A1 pharmacy in green belt.

The agent has provided additional justification for the reason to why the A1 pharmacy is within the Green Belt.

- Integral to the viability of scheme;
- NPPF does not seek to prevent competition;
- Pharmacy provides valuable medical services - they give advice on a range of medical issues and will have a consulting room, where blood tests etc could take place. They will work with the doctors to provide an enhanced range of medical services. Pharmacies promote health and wellbeing and provide access to stopping smoking, sexual health and alcohol support services. These services result in fewer trips to GP (who are also dealing with a wider range of services including services traditionally only provided in hospitals);
- The pharmacy will serve two practices, and will be a very busy dispensary;
- Pharmacy is not stand alone retail shop - it is integrated into the existing building;
- The retail element would sell medical related products - this is a very different position to allowing a general retail use in the Green Belt;
- Much more convenient for patients to obtain prescriptions on site, rather than having to drive elsewhere (causing congestion, difficulty of finding a parking space etc);
- Members should certainly not refuse the whole scheme due to this small issue - the fall back should be to attach a condition requiring it to be an D1 ancillary pharmacy, and once an operator is selected, they would submit details to the council for approval confirming how it would operate and the extent of retail sales.

Case Officer comments

It is considered that the principle of the A1 use is covered in detail within the committee report. The proposed A1 use is an ancillary use to the surgeries to which it is attached and comprises a relatively small floor area. Should permission be granted, the A1 use is to remain as a pharmaceutical use that is ancillary to the main building. (See condition 25 of the committee report).

Conditions

Agent comments

The agent has requested that condition 24 be removed from the committee report.

The agent has requested that under condition 5 that a post and panel fence is considered at the rear of 15 and 17 London Road as this would be less disruptive to their gardens as they won’t require strip footings at the top of the bank.

Case Officer comments

The Case Officer has discussed the reasonableness of condition 24 and it is considered that it would not meet the condition tests of PPG 2014. Therefore this condition shall be removed as part of any planning application approved.

The boundary treatment at the rear of 15 and 17 London Road has been discussed between the Case Officer and the agent following objections raised by 17 London Road.
There are no objections raised by the Case Officer to the principle of a post and panel fence in this location. However the height of this fence has not been confirmed. Therefore it is recommended the wording of this condition is retained as on the committee report.

Plans condition

To be amended accordingly in association with any updates provided.

Highway comments

(See separate sheet)

Case Officers comments

The consultation provided is considered acceptable. Conditions and informatives to be added as part of any planning application approved. A S106 contribution has been requested by the Highways Department, it is not considered that this is reasonable as the consultation response does not sufficiently justify the need for this contribution in line with the criteria of PPG 2014. Therefore a contribution has not been requested by the Local Planning Authority.

Appendix 1 to be included outlining the objections raised.

Parking justification

Agent comments

The key points are:

Parking for pharmacy - the committee report rounds up the number of spaces from 3.4 to 4 spaces, but the Council's Parking Standards SPD states that "parking requirements will be rounded up or down to the nearest whole parking space requirement. Parking for the pharmacy should have been rounded down to 3 spaces.

However, as the pharmacy will be used by people already at the surgery, question whether any parking for the pharmacy should be provided. People visiting the surgery would already have a parking space, and do not need a second space to visit the pharmacy (unlike the existing situation where there is not a pharmacy on site and given the distance people drive). To provide extra spaces for the pharmacy effectively doubles up on parking. Without this extra parking the total requirement falls to 100% provision.

Case Officer comments

The Case Officer has discussed this matter with the Councils Policy Department; it is considered that only 3 car parking spaces are required for the A1 use. Therefore one car parking space can be removed from the total shortfall in car parking spaces.

Agent comments

It should also be noted that the site abuts an area where the council accepts 75% parking provision (56 spaces required), and only approximately 175 metres from a very accessible area where the council accepts 50% parking provision (39 spaces required). This is
certainly a site where less than 100% provision would be acceptable in planning terms. Notwithstanding this, the scheme provides 100% provision.

Case Officer comments

The site is located within an accessible location on a busy main road with ease of access to public transport. It is considered that although the site is not located within an accessibility zone, that this is a material consideration within this planning application.

Agent comments

It should also be noted that the management of Attenborough Surgery, the developers of Bushey Health Centre, are committed to preparing an implementing a Travel Plan in order to reduce the reliance on the individual car as a means of transport and encouraging patients and staff to use alternative means of transport. There are already some clinical staff that cycle to work and it is likely that other clinical and non-clinical staff will do so in the future. This will reduce the need for parking on site (to less than 100% provision).

Case Officer comments

A Travel Plan has been included as part of the conditions included by Hertfordshire County Council Highways Department. As discussed above the site is located within an accessible location on a busy main road with ease of access to public transport. It is considered that this is a material consideration within this planning application.

Agent comments

Advised that the level of car parking also complies with NHS England and the Dept of Health requirements which suggest 69 spaces as being sufficient. The surgeries should not be required to provide more spaces that they actually need.

Case Officer comments

No comments to be made as not a policy requirement for this planning application.

CPZ

It has been confirmed by the Councils Senior Traffic Engineer that there is not a CPZ within this location.

Item 7

13/2386/FUL

Bridge Court, Mutton Lane, Potters Bar, Hertfordshire, EN6 2AW
Response to Planning application from Hertfordshire County Council (T and CP GDP Order 1995)

**Head of Planning**  
Hertsmere Borough Council  
Civic Offices  
Elstree Way  
Borehamwood  
WD6 1WA

**District ref:** 14/1186/FUL  
**HCC ref:** HM/239/2014 (Amended)  
**HCC received:** 11/11/2014  
**Area manager:** James Dale  
**Case officer:** James Dale

**Location**  
L/R of 15-17 London Road  
Bushey

**Application type**  
Full application

**Proposal**  
Erection of medical centre with new access road. Associated car parking, refuse store and cycle spaces

**Amendment**  
Meeting (developer / LPA / HCC) agreed details to be provided. Details received by email 10/10/14 - inc. parking plan, junction plan, travel plan

**Decision**  
Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1. Prior to the commencement of the use hereby permitted, the proposed access to London Road, as agreed in principle on drawing 06/009/13 A shall be completed in accordance with drawings submitted to and approved by the Highway Authority and Local Planning Authority's and constructed to the specification of the Highway Authority

2. Reason: To ensure that the access is constructed to the current Highway Authority's specification as required by the Local Planning Authority and to comply with those policies of the development plan.

3. Prior to the commencement of the use hereby permitted the on-site car and cycle parking / servicing / loading, unloading and turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved in principle plan 06/009/11 and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

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4 There shall be no restriction on the use of the car parking shown on the approved plans by occupiers of, or visitors to, any of the buildings hereby permitted.

Reason: To minimise the potential for on-street parking and thereby safeguard the interest of safety and convenience of road users.

5 Prior to the commencement of the use hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved in principle plan 06/009/13A. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

6 Prior to the commencement of the construction of the building hereby permitted an Interim Travel Plan shall be submitted, approved and signed off by the Local Planning Authority in consultation with the Highway Authority, such a Travel Plan shall accord with Hertfordshire County Council document 'Hertfordshire Travel Plan guidance for business and residential development'.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

6b No part of the development hereby permitted shall be occupied prior to implementation of the Interim Travel Plan referred to in Part A of this condition above. Within 6 months of first use of the development an approved Full Travel Plan based on the Interim Travel Plan referred to in Part A of this condition shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

7 Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

a. Construction vehicle numbers, type, routing;
b. Traffic management requirements;
c. Construction and storage compounds (including areas designated for car parking);
d. Siting and details of wheel washing facilities;
f. Cleaning of site entrances, site tracks and the adjacent public highway;
g. Provision of sufficient on site parking prior to commencement of construction activities;
h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way

I recommend inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980

AN1. Road Deposits: Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris on the highway. This is to minimise the impact of

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construction vehicles and to improve the amenity of the local area.

AN2. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council Highways via either the website http://www.hertsdirect.org/services/transtreets/highways/ or telephone 0300 1234047 to arrange this.

AN3) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website http://www.hertsdirect.org/services/transtreets/highways/ or by telephoning 0300 1234047.

AN4) 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 road improvements. 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.

Comments:

General

Highways Development Management comments were originally provided (A. Story, 20/10/14) in respect of the proposed development of the site to provide a new medical centre with new access road, associated car parking and refuse and cycle stores.

The application was supported by a Planning Statement prepared by Brian Barber Associates, July 2014, however dealt with the acceptability of the proposed development in policy terms only, whilst providing some information on the scale of the proposals and the catchment it serves. Parking at 69 spaces is described, however this was the extent to which traffic and transport is explored within supporting documentation.

The Highways Authority recommended the application be refused until such time as there was greater detail available upon which to consider the application, including ? but not limited to ? additional detail in respect of the proposed access arrangements to the development.

Development proposals represent the creation of a new doctors surgery, with dispensary / pharmacy and shall provide a total of 1947m2 of area. It is described that the surgery represents the amalgamation of two existing surgeries ? Manor View and Attenborough Surgeries.

It is therefore accepted that the majority of trips to and from the new Health Centre shall be a reassignment of existing trips on the network, rather than the creation of new trips. The Highways Authority recognise that the proposals represent the relocation of premises by approximately 50 to 100m from the current site. The facilities created are designed with a view to accommodating existing patient numbers and to provide for additional patient numbers associated with predicted population growth.

A meeting was held between the developers, LPA, and HCC Development Manager for Mid Herts, James Dale, at Hertsmere Borough Council offices 4/11/14, at which time such matters were discussed to the satisfaction of the Highways Authority.
Additional drawings, and supporting documentation, including a draft travel plan have been subsequently submitted.

Trip Generation

Trip generation and the future use of the applicant site were subject to discussion at the aforementioned meeting, and provided sufficient assurance to the Highways Authority that a full Transport Assessment would not be required. It is accepted by HCC that the proposal represents the diversion of existing trips to the existing surgeries to the new site, both of which are directly served from the A411, same link node, and therefore no overall change in traffic flows shall be experienced on the local network.

This meeting addressed sufficiently the concerns previously voiced in HCCs earlier comments and recommendations.

Access.

A new access is created to London Road to facilitate the development. The proposed new access road is shown as 5.5m, such a width is sufficient to enable two vehicle flow into / out of the site.

London Road is a Main Distributor, being the A411. Vehicle speeds past the site are subject to 30mph.

The creation of a new access from this category road is not normally permitted by the Highway Authority, but it is recognised that no alternative accesses are available from the public highway. Carriageway width immediately at the proposed point of access is 10.5m in width. There exists on-street marked parking bays along the southern side of London Road immediately abutting the proposed access - these spaces shall be removed through the creation of the new access.

The applicant has demonstrated that visibility splays in excess of 90m in each direction can be achieved to either side of the proposed new access, appropriate for a road with speeds of 40mph. (TD42/95)

Junction arrangement is provided as a ghosted right hand turn lane, a repeat of the junction arrangement in existence to the existing site immediately to the west of the proposed site.

It is recognised that application of TD42/95 does not require the provision of the ghosted right hand turn on the basis of vehicle flows, with neither vehicle flows on the major road (A411) nor those likely to occur associated with the use being sufficient to exceed the threshold for a right hand turn ghosted island arrangement. There are, clearly, benefits in this arrangement to the free and uninterrupted flow of traffic, and it mirrors the arrangement already serving the adjacent site.

Highway widths at this location are sufficient to accommodate the junction, but shall result in the necessary loss of on-street car parking upon which the LPA shall need to take a view.

The proposed access has not been subject to safety audit, and therefore it is necessary to note that any grant of consent shall require the agreed in principle junction arrangement shown on drawing 06/009/13A shall need to be subject to a S278 agreement for the design and construction and shall need to have regard to the findings of the safety audit process comprising this agreement.

An access road of 5.5m is provided from this access, sufficient to enable two traffic flow (access / egress).

6m kerb radii are provided which should accommodate the likely movements to be associated with its? use.

Servicing and deliveries
The provision of the pharmacy within the site will necessitate deliveries to the site, as will the general operation of the site. I am satisfied that the development makes sufficient provision for manoeuvring of such vehicles.

Pedestrian measures

Footways are provided to either side of the proposed access, providing footway width of 1.8m, and therefore accords with MFS by providing sufficient width to enable two pedestrians to pass easily without being forced from the footway. There remain slight issues with some of the internal tactiles not lining up, directing persons with visual impairment to potentially conflict with parked vehicles, but this can be dealt with by condition above.

Parking layout / provision

Parking is quoted as being provided for 69 vehicle spaces, by way of surface and undercroft parking (Planning statement para. 2.5, section 10 of the Application form).

Reference to drawing 06/009 11 A titled Parking Plan, does confirm parking at 44 spaces.

The Boroughs Parking standards require parking for this class of use as 3 spaces per consulting room 1 space per FTE non consultant staff. Drwg 06/009 05 - Ground Floor Plan identifies 16 consulting rooms, with additional rooms including 3 treatment rooms, clinical room, counselling, nurse and registrar / HCA / Phlebotomoy rooms which further represent 10 rooms - each of which shall be capable of servicing a similar number of patients to consulting rooms. It would not be unreasonable therefore to consider that the Parking standards be applied per treatment / consulting or similar room, and therefore shall require 26x3 parking spaces, before considering non-consulting staff.

The application is now submitted supported by a Travel Plan, and shall serve to encourage and promote travel to the site by sustainable means. This is welcomed.

All spaces appear to be a minimim of 2.4m x 4.8m in dimension, with adequate space clear behind to enable vehicles to access spaces with ease. Spaces are provided for blue badge holders, representing a total of 8 spaces (1, 2, 32-37) or 18% of that shown on plans

The Highways Authority shall deal with any concerns over safety in terms of junction protection through the S278 process. The LPA should satisfy themselves that the potential for parking elsewhere within the vicinity shall be sufficient to accommodate any displaced parking arising from any potential shortfall for parking within cartilage.

Sustainable Transport

The existing doctors surgery are approx 180, from bus stops (opposite Grange Road, Westbound), 85m (eastbound). The site relocates some 100m to the east. Services include the 142 (offering 5 services per hour) and service 258 (offering 4 services per hour). Stops in the vicinity feature kassel kerbing ensuring stops provide for accessibility standards enabling ease of transition to buses for persons with a mobility impairment.

The provision of cycle parking within the development is welcomed, providing - as it does facilities and promotion to staff and visitors to the site to use this as an alternative to the private car. It should be checked that this level of provision is appropriate to a development of this scale.

The application is sufficient in scale to qualify for a Travel Plan, and a Travel Plan is now provided in support of the application (Niblett Architecture)

The Travel Plan is a framework approach and does not contain any targets. The Framework TP includes provision for staff and patients.
The Travel Plan presents an assessment of travel modes to be undertaken for trips to the existing site, and future monitoring arrangements shall determine the effect of the travel plan on travel modes to the new site.

The Travel Plan should be secured by condition / planning obligation, and shall require the initial baseline monitoring (existing site), revised monitoring in the new location and set forth targets for the future.

The applicant should be advised that concurrent with the requirement of a Travel Plan, Hertfordshire County Council would seek to secure a monitoring contribution through a S106 undertaking, of £6,000 towards the ongoing monitoring of the travel plan. Details of this contribution shall be found in the above guidance.

It is accepted that the development represents the relocation of an existing facility, rather than generating new unique trips on the network, and therefore in this instance it shall not be appropriate to secure developer contributions towards sustainable transport in accordance with our guidance on planning obligations.

Conclusion

Following discussion with the developers, and satisfactorily demonstrating that the proposal represents the relocation of existing facilities and shall not generate a noticeable additional demand on the highway network, HCC would not wish to object to the proposals. The development presents an adequate access to the site, and shall be responsible for ensuring that this is further designed in accordance with the requirements and specifications of the Highways Authority, and for providing the access in accordance with plans agreed through the S278 approval process, and to ensuring that the requirements of the Highways Authority in all regards are met in the construction of the new access.

The Travel Plan shall provide opportunities to encourage a shift towards sustainable travel across all visitors to the site.

Signed

Date 11/11/2014