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

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:

- Construction vehicle numbers, type, routing;
- Traffic management requirements;
- Construction and storage compounds (including areas designated for car parking);
- Siting and details of wheel washing facilities;
- Cleaning of site entrances, site tracks and the adjacent public highway;
- Provision of sufficient on site parking prior to commencement of construction activities;
- 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
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 / Phebotomoy rooms which further represent 10 rooms - each of which shall be capable of servicing a similar number of patients at 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.

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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