

WELWYN HATFIELD COUNCIL
PLANNING CONTROL BOARD
5TH JULY 2001
REPORT OF THE CHIEF PLANNING OFFICER

PCB 05.07.01
PART I
ITEM NO
FOR DECISION
CPO

S6/2001/577/FP
RESIDENTIAL DEVELOPMENT COMPRISING 370 DWELLINGS,
NEW ROADS, CYCLEWAYS, FOOTPATHS, LANDSCAPING AND
PUBLIC OPEN SPACE (REVISION TO PLANNING PERMISSION
S6/1999/0884/FP)

APPLICANT: RIALTO HOMES PLC

(Hatfield North)

1.0 INTRODUCTION

1.1 Members may recall that, at the meeting of the Board on 29th June 2000, it was resolved to grant planning permission in respect of three applications for residential development on land north of Manor Road and west of Hatfield Garden Village, subject to the completion of Section 106 agreement and various planning conditions. The largest of the three sites comprised within this development area was the subject of application S6/1999/884/FP, submitted by Rialto Homes, for the erection of 370 dwellings. A copy of my report and recommendation to the Board on this application is attached as Appendix A. The Section 106 agreement was concluded on 7th March 2001 and full permission was granted.

1.2 It is understood that the site is being purchased by David Wilson Homes who intend to undertake its development. The current application has therefore been made by Rialto Homes on behalf of David Wilson Homes and it is a revised scheme for the development. In most respects, including total number of

dwellings, housing mix, number and location of affordable dwellings, highway and pedestrian infrastructure and public open spaces, the proposals are identical to those already approved. The one area of change is that of substitution of house types for the open market housing, where David Wilson designs have been substituted for the original Rialto versions. The implications of these changes are considered in the discussion section below.

2.0 RELEVANT POLICIES

- 2.1 Welwyn Hatfield District Plan Alterations No 1 (1998) – British Aerospace inset
Hatfield Aerodrome Supplementary Planning Guidance (November 1999)

3.0 REPRESENTATIONS RECEIVED

- 3.1 Neighbouring residents and the Hatfield Garden Village Residents Association have been notified individually by letter. Three letters have been received from residents, objecting to the principle of the residential development on the grounds of loss of wildlife habitat, light pollution, traffic congestion and noise nuisance, also loss of 'village identity'.
- 3.2 At the time of preparation of this report, no comments have been received from Hatfield Garden Village Residents Association or from Hatfield Town Council. Welwyn Hatfield Access Group comments that the application should be considered against the relevant standards and criteria in the District Plan for disabled access.

4.0 DISCUSSION

- 4.1 During consideration of the previous application submitted by Rialto Homes a significant amount of time and resources was spent in negotiation in an endeavour to ensure that the detailed scheme achieved the aspirations of the Supplementary Planning Guidance; particularly in terms of urban design, sustainability, pedestrian and cycle priority and use of open space. The current scheme retains the same housing mix, general design approach, highway infrastructure and open spaces and the issue for consideration is therefore whether the substitution of house types is acceptable in urban design and street scene terms and in terms of any impacts on existing residential properties.
- 4.2 I have assessed the proposed street elevations submitted with the application, particularly with respect to the 'gateway' frontage to Hatfield Avenue and the central square, and consider that they are of equal standard and variety to those previously approved and are therefore acceptable. I have also requested certain minor amendments to the original drawings submitted with this application in order to improve spacing between houses on certain plots backing onto the Green Belt, in the interests of visual amenity, and to provide for increased garden space to some of those houses with small gardens. The relationship of most of the plots backing onto the existing Garden Village properties to those properties remains the same as in the earlier permission, with certain exceptions. In the case of two properties, plots 197 and 261, the new houses would present a side gable wall to the existing houses. Under the original scheme, these side walls would have been 4.5m and 3.5m respectively from the common boundary, whereas in the current scheme the distance would be 2m and 2.5m. Because the distances from the boundary to the nearest houses in Holme Road are 16.5m and 25m respectively, I do not consider that the existing houses would suffer

significantly from loss of light or overbearing appearance of the new properties. A similar situation arises at plots 297 and 304 where the gaps to the side boundary are 1m and 1.5m instead of 1.5m and 2m respectively. Again the gardens to the existing Holme Road properties are of sufficient length, at over 30m to avoid any significant detrimental impact. In all these cases it would be necessary to impose conditions concerning obscure glazing of any windows in the side walls adjoining the site boundary, to avoid overlooking.

4.3 No comments have been made by neighbouring residents concerning the detailed changes to house types or positions. The comments received relate to the principle of the development, which has already been established by the grant of permission for the previous scheme. In order to achieve the objectives of the Supplementary Planning Guidance, a similar package of planning obligations and conditions would need to be attached to an approval of this scheme as was attached to the original planning permission reference S6/1999/884/FP, and my recommendation therefore refers to any permission being subject to any necessary deed of variation to the existing Section 106 Agreement being completed and to the relevant conditions. A minor variation to the wording of the agreement is also likely to be required due to a difference in the phasing of development proposed by the applicants, in order to ensure that an appropriate number of affordable units is delivered at each stage of development. Under the terms of the Town and Country Planning (Residential Development on Greenfield Land) (England) Direction 2000, the previous application was referred to the Secretary of State for his consideration as to whether the proposal was consistent with the objectives of PPG3 on making best use of previously developed land for housebuilding. The Secretary of State decided that the application accorded with the approach of PPG3 and therefore did not intervene in the determination process. If members were minded to

approve the current application, this would also need to be referred to the Secretary of State under the Direction, though it is likely to be a formality since he has already considered the principle of development on this site.

5.0 RECOMMENDATION

- 5.1 I recommend that planning permission is granted in respect of application S6/2001/577/FP subject to referral of the application to the Secretary of State under the Town and Country Planning (Residential Development on Greenfield Lane) (England) Direction 2000 and to the completion of any necessary deed of variation to ensure that the obligations contained in the Section 106 agreement dated 7th March 2001 and summarised in the report on application S6/1999/884/FP (appended) remain applicable, also to the following conditions:-

Conditions

1. SCO1 - Time Limit - Full Permission
2. SCO9 - Landscaping Scheme - Full Permission
3. Except where shown to be removed on the approved layout drawing all existing hedgerows within the application site shall be retained.
4. Development shall not commence until details of on-site and off-site foul and surface water drainage works have been submitted to, and approved in writing by, the Local Planning Authority. No works which result in the discharge of foul or surface water from the development shall be commenced until the approved off-site drainage works have been

completed, and the on-site drainage works shall be constructed in accordance with the approved details.

5. Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
6. Permeable fencing shall be erected at the boundary of all gardens adjacent to the watercourse and hedgerow immediately to the west of the housing development hereby permitted, in accordance with details to be approved by the Local Planning Authority. The fencing shall be erected prior to the first occupation of the dwellings concerned.
7. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.
8. Prior to the commencement of the development hereby permitted a detailed design for the proposed access roundabout on Hatfield Avenue shall be submitted to and approved in writing by the Local Planning Authority in consultation with the local Highway Authority and no occupation of any of the dwellings on the site shall take place until the roundabout has been constructed in full accordance with the approved design.
9. Prior to the commencement of the development hereby permitted the location and design of all on-site highway related facilities, including roads,

pedestrian and cycling facilities and bus stops shall be submitted to and approved in writing by the local Planning Authority in consultation with the local Highway Authority, together with a programme for their completion. The details approved in respect of each phase of the development shall be implemented in full prior to the occupation of any dwellings in that phase.

10. Prior to the commencement of development, schemes for:

- (i) the routes and movement of construction traffic and equipment to and from the site and the provision of appropriate vehicle cleaning facilities, and
 - (ii) the restriction of construction operations on noise-sensitive parts of the site, and
 - (iii) the location of contractors compound and any open storage of building materials or excavated materials
 - (iv) the re-use of materials arising from the site during construction works
- shall be submitted to and approved in writing by the local Planning Authority. All construction operations on the site shall take place strictly in accordance with the schemes so approved unless otherwise agreed in writing by the local Planning Authority.

11. Prior to the commencement of development of any dwellings within a distance of 50 metres from the carriageway of Hatfield Avenue or

within a distance of 20 metres from the carriageway of The Avenue (the central spine road) an assessment of noise levels relating to those dwellings and appropriate noise amelioration measures shall be submitted to and agreed in writing by the local Planning Authority. The agreed amelioration measures relating to those dwellings shall be implemented in full prior to the first occupation of the dwellings concerned.

12. Prior to the commencement of construction of each phase of dwellings on the site, details of the external materials to be used in the construction of those dwellings shall be submitted to and approved in writing by the local Planning Authority.
13. Prior to the commencement of construction of each phase of dwellings on the site, details of any means of enclosure to those dwellings shall be submitted to and approved in writing by the local Planning Authority.
14. Prior to the occupation of any dwelling on the site the garaging or car-parking spaces to serve that dwelling shall be laid out in accordance with the details shown on the approved layout drawing and shall be kept available for that purpose thereafter.
15. Any windows in the first floor side elevations of the dwellings on plots 197, 261, 268, 297 and 304 as shown on the approved layout drawing shall be glazed in obscured glass and fixed so as to be incapable of being opened below a height of 1.8 metres above floor level and shall be retained in that form thereafter.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no development falling within Class A, B, D or F of Part 1 or Classes A or B of Part 2 to Schedule 2 to that Order shall be carried out without the prior written permission of the local Planning Authority, granted on application.

17. Prior to the commencement of development, and notwithstanding any details submitted with the application, details of bin stores, composting bins and water butts to serve the dwellings hereby permitted shall be submitted to and approved in writing by the local Planning Authority, and the approved facilities shall be installed prior to the first occupation of the dwellings which they are to serve.

BACKGROUND PAPERS

Planning Applications S6/2001/577/FP, S6/1999/884/FP

APPENDIX A

(Report submitted to Planning Control Board 29 June 2000)

B) APPLICATION S6/1999/0884/FP

1.0 INTRODUCTION

- 1.1 This application is the largest of the three residential proposals for the land west of Hatfield Garden Village. It relates to an area of approximately 8.5 hectares of land for residential development, which adjoins Hatfield Avenue on its southern boundary and the rear gardens of existing properties in Holme Road and Holme Close on its eastern boundary. To the north is the former Smurfit playing field, which is the subject of outline application S6/1115/99/OP.
- 1.2 Also included within the application site is a field immediately to the west of the proposed residential development land with an area of 2.6 hectares, which is proposed to be used as a public open space. Adjoining this part of the site, and continuing to the north as far as Great Braitch Lane is a further 4.6 hectares of open field which is within the ownership of the applicants, but not included within the application site.
- 1.3 The application site is largely flat, having a fall of about 2 metres from its north-east corner to the south-west corner of the proposed residential development land adjoining Hatfield Avenue. There is a significant hedgerow and ditch which runs northwards from Hatfield Avenue and forms the boundary between the proposed residential land and the proposed public open space. Sections of hedge with small groupings of trees mark the boundary with the existing residential development to the east, with a substantial hedge at the rear of the Holme Close properties. A younger trimmed hedge forms the southern boundary with Hatfield Avenue. There are no trees within the site other than those in the hedgerow or boundary groups.

2.0 THE PROPOSALS

- 2.1 The application proposes 370 new dwellings in total, which is a revision upwards from the original submission of 335 dwellings as a result of negotiations to achieve a higher level of affordable housing on the site.
- 2.2 The total of 370 units comprises a mix of 1, 2, 3 and 4 bed dwellings, and includes 91 flats. The element of affordable housing is 100 units including 72 flats, and this is divided between four areas one in each corner of the site. The majority of the housing is shown as two-storey, with some three-storey development along the central spine road and east-west cycleway link, and in the affordable housing areas.
- 2.3 Vehicular access to the development would be by a principal spine road leading northwards from a new roundabout junction on Hatfield Avenue through the centre of the site to its northern boundary with the Smurfit playing field. As indicated in the Supplementary Planning Guidance, the spine road then continues northwards to Great Braitch Lane, to service the other residential developments, as referred to in the subsequent application reports.

- 2.4 Consistent with the Supplementary Planning Guidance concerning the promotion of cycle and footpath access to the development, a combined cycleway/footway is proposed to run alongside the full length of the spine road within the site, and an east-west cycleway/footway within a 'green corridor' is shown to run from Holme Road, between numbers 65 and 71, to the proposed public open space on the west side of the proposed residential development.
- 2.5 To either side of the spine road, houses would be served by minor access roads and shared surfaces designed with suitable bends to control vehicle speeds. Other short lengths of cycleway and footway are proposed as additional links within the site, and from the site to Hatfield Avenue.
- 2.6 Within the proposed residential development area, provision is shown for a Pocket Park at the cycleway entry from Holme Road, and this would incorporate a Neighbourhood Equipped Area for Play (NEAP). The proposed public open space to the west of the development is intended to provide formal sports pitches, as well as space for informal recreation. Indicative tree planting is shown throughout the residential development, particularly along either side of the spine road and east-west cycleway and along the Hatfield Avenue frontage.
- 2.7 The application is accompanied by supporting statements dealing with general planning considerations, design issues and traffic generation. A further document gives additional supporting information including amplification of sustainability issues, which was requested following initial discussions with the applicants.

3.0 RELEVANT PLANNING POLICIES

- 3.1 The Hatfield Aerodrome Supplementary Planning Guidance (SPG) adopted in November 1999 is critical to the assessment of this application. This SPG arises from those policies of the Welwyn Hatfield District Plan Alterations No. 1 1998 which apply to the British Aerospace Inset Site. Policies Bae3 and Bae4 are of particular relevance.
- 3.2 Section 13 of the SPG provides an area brief for the residential developments proposed for land on the former Aerodrome itself, and for the northern land adjoining Hatfield Garden Village, while paragraphs 13.36 to 13.41 provide specific guidance on landscape, open space and urban design principles to be applied to the northern land.
- 3.3 The SPG and District Plan policies relevant to the British Aerospace Inset Site sit within the context of the Hertfordshire Structure Plan Review 1991-2001, adopted in April 1998. Government guidance as set out in Planning Policy Guidance Notes is also relevant, in particular the recently revised PPG3 on Housing (March 2000), PPG 13 on Transport, PPG 17 on Sport and Recreation, and PPG24 on Planning and Noise. Circular 6/98 deals with the provision of affordable housing.

4.0 PUBLICITY AND REPRESENTATIONS RECEIVED

- 4.1 The application was advertised in the local press shortly after receipt, and site notices were displayed along the southern boundary of the site. All residents of Hatfield Garden Village and three other neighbouring landowners were notified of the application by letter. By arrangement between the applicant and the Hatfield Garden village Residents Association, the original plans were displayed at Green Lanes School in late October and early November 1999.

- 4.2 A total of 9 letters were received as a result of the above publicity, including the response from the Residents Association. Copies of all of the observations that have been received have been circulated to members in the normal manner. The points raised in the letters from individual residents can be summarised as follows;
- density of development too high
 - lack of play space within development
 - concern over retention of private rights of rear access to existing properties in Holme Close
 - lack of space between new houses and existing development in Holme Road/Holme Close
 - traffic problems
 - lack of new community facilities shown in proposals
 - design of proposed dwellings out of keeping with existing development
 - possible damage to the agricultural land to west through trespass
 - three storey development should not be allowed
 - insufficient detail of building materials and bus stops
 - Rialto marketing name “De Havilland Grange” is inappropriate.
- 4.3 The initial response of Hatfield Garden Village Residents Association contains comment or objection on several of the above grounds as well as raising concerns about allocation of the affordable housing and the possibility of any of the housing being acquired by the University. The need for traffic management in the Garden Village is also stressed.
- 4.4 Hatfield Town Council has objected to the application on the grounds of the location of the affordable housing, overdevelopment of the site, and the likely increase in traffic movements – in particular the effect on Hatfield Avenue and the Birchwood Roundabout.
- 4.5 Those residents who made written representations on the original plans, together with those whose properties may be directly affected by changes made to the layout since submission as well as the Residents Association and the Town Council, have been re-notified of the revised plans which now form the basis of the application. Members will be advised of any further written comments made as a result of this re-notification.

5.0 RESPONSES FROM TECHNICAL CONSULTEES

5.1 Highway Authorities

- 5.1.1 Advice on both the detailed layout of the residential development and the traffic implications for the neighbouring road network has been provided by Hertfordshire County Council as Highway Authority. The Highways Agency has also been consulted, since the proposals will have traffic implications for the A1001 which is presently a trunk road (although a “virtual detrunking” procedure is in place which will result in responsibility for the road passing to the County Council within the next two to three years) and for Junction 4 of the A1(M) (Oldings).
- 5.1.2 The advice of Hertfordshire County Council as Highway Authority at Officer level (subject to the formal response being determined at the County Council’s Development Control Sub Committee on 27th June) is that the application is

supported as being consistent with the adopted SPG, subject to suitable conditions and completion of a legal agreement to ensure appropriate contributions to highway infrastructure and provision of passenger transport services in the vicinity of the site. The Highways Agency has no objection to the application, subject to the same matters being covered by condition or legal agreement.

5.2 Minerals & Waste

5.2.1 The County Council, as minerals and waste authority, comments that the application site lies outside the “preferred area” for minerals extraction as defined in the Hertfordshire Minerals Local Plan 1991-2006. The proposed development is therefore not contrary to minerals policy, but opportunities should be sought for opportunistic use of minerals arising during construction. The site is not within the area defined in the Waste Local Plan as an area of search for a permanent materials recovery facility, however the relevant policies of that plan as well as those in the SPG concerning recycling and sustainable waste management should be taken into account in determining the application.

5.3 Archaeology

5.3.1 The County Council's Archaeologist recommends the imposition of a condition to ensure the carrying out of an archaeological evaluation prior to development, and monitoring the works for features of archaeological interest.

5.4 Environment Agency

5.4.1 An objection was received from the Environment Agency to the plans as originally submitted on the grounds of adverse effect on the small watercourse which runs along the hedge line dividing the residential development and from the proposed public open space. Following discussions between the applicant and the Agency, the revised plans now show a larger buffer zone of varying width between the watercourse and the rear gardens of the proposed new dwellings, and the use of permeable fencing. The Agency has now withdrawn its objection, subject to conditions concerning the agreement of surface water drainage details and control measures, and the erection of the permeable fencing.

5.5 Utilities

5.5.1 Thames Water Utilities request that a condition be imposed on any permission, preventing commencement of development until details of on and off site drainage works have been approved by the local planning authority such works to be implemented before any development resulting in discharge of foul or surface water takes place.

5.5.2 Transco (gas) have notified the Council of their plant in the vicinity of the site which may be affected. The applicant will need to discuss any works with them if planning permission is granted. No comments have been received from Eastern Energy (electricity) or Three Valleys Water.

5.6 Hertfordshire Constabulary

5.6.1 The police architectural liaison officer confirms that the road layout, footpaths, cycleway and dwelling layouts appear to meet with good practice advice for creating a safe and secure environment for residents and users

5.7 Internal Consultees

- 5.7.1 The comments of other relevant departments of the Council including leisure, housing and environmental health have been sought throughout the period of consideration of the application, and are reflected in the discussion below. In particular, the council's Environmental Health Officer advised that further information should be sought on road noise implications for dwellings close to Hatfield Avenue and the proposed spine road. A study was obtained from the applicants and consultants were engaged to provide comments on the study. The recommendations of the consultant are included in the discussion section below.

DISCUSSION OF PROPOSALS

In discussing the application I set out the issues under several headings, to reflect the range of issues dealt with in Section 13 of the SPG, the residential area brief. The headings are, housing mix and affordable housing, site layout and design, public open space and landscaping, sustainability, transport, education and community facilities.

6.0 Housing Mix and Affordable Housing

- 6.1 Paragraph 13.4 of the SPG gives a guideline figure of 660 dwellings for the whole of the northern land, and the Rialto application in its present form would clearly provide for more than half that total, on slightly less than half of the total northern residential land area. Paragraph 13.9 of the SPG gives guideline figures for the housing mix over the whole SPG area. Although the figures for the Rialto proposals, at 38% 1 and 2 bed units, 52% 3 bed units and 11% 4 bed units, fall somewhat outside the guidelines, in having more 1, 2 and 3 bed units and fewer 4 bed units, this is not in my view a cause for concern, since the McAlpine proposals to be considered later in this agenda provide a greater number of larger units. Also, the SPG provides that, for the affordable housing, the mix may be slightly different from the guideline, to meet the specific needs of those being housed. The Council's Housing Development Officer has confirmed that the proposed affordable housing mix on this site of 48 one-bed flats, 24 two-bed flats, 14 two-bed houses, 10 three-bed houses, and 4 four-bed houses is acceptable.
- 6.2 As a total of 100 units, the proposed affordable housing provision is slightly less than the full 30% required by the SPG, however the commitment to 100 units has been achieved following detailed and lengthy negotiation with the applicants on the whole planning obligation package which includes substantial contributions to education, transport and community facilities. Advice in Circular 6/98 indicates that the proportion of affordable housing should be assessed on a site by site basis, with regard to the economic feasibility of its delivery. I am therefore satisfied that the number of affordable units achieved is acceptable. Rialto propose to provide the 100 units through a Registered Social Landlord, with 82 units being for rent, and 18 for shared ownership, and I take the view that this relatively small number of non rented units is allowable as part of the affordable housing requirement without compromising the objectives of the SPG, which emphasises housing for rent (arising from the findings of the 1999 Housing Need Survey).

6.3 The trigger mechanisms for achieving the delivery of each area of affordable housing as the development of the whole site progresses would need to be subject of further detailed discussions on the terms of any Section106 agreements, if permission is granted.

7.0 Site Layout and Design

7.1 The SPG sets out a range of urban design principles to be adopted in the residential development of this land, and deals with the relationship of any new development to the existing housing in Hatfield Garden Village.

7.2 In assessing the layout of the development the SPG allows for greater flexibility in applying standards (such as garden depths and back to back distances) detailed in Appendix A to the District Plan, provided that this results in an overall urban design of high quality. Although the higher densities being proposed for the Rialto site have attracted some adverse comment from existing residents and the Town Council, this is not in my view an overriding problem (indeed higher densities on allocated sites are encouraged by the recently published PPG3), provided that residential privacy and amenity are not unacceptably compromised and that open space provision is adequate.

7.3 The proposed layout uses three storey development to mark the frontage to Hatfield Avenue and to provide a “gateway” feature at the site’s southern entrance. Three-storey housing is also used to enclose a central landscaped square which provides a central focus to the development and a movement intersection where the east-west cycleway crosses the spine road. Development is limited in height to two-storeys on the west side of the housing area, adjoining the proposed open space, and on the east side, which is close to existing houses in the Garden Village. Across the site, good use is made of orientating properties to front onto shared surfaces or footpath/cycleways to give more encouragement to access the houses by means other than the car. The use of speed control bends in the minor access roads within the site is also preferred in both planning and highway terms as a means of promoting a more pedestrian-friendly environment in the housing areas. Suitable “pinch-points”, mini roundabouts and speed reducing features are shown on the proposed spine road to enable the whole development to be designated a 20 mph maximum speed zone.

7.4 At least 10m rear garden depth is maintained to nearly all houses in the proposed development, and in the case of the affordable housing flat blocks, which are 2½ to 3½ storeys in height, an amenity area at least equal to that of the building footprint is shown. Generally, the potential for serious overlooking between the properties within the site has been avoided.

7.5 With regard to the existing properties in Holme Road and Holme Close, from which some representations have been received, the relationship of the new properties is a mixture of back-to-back and side-to-back, as advocated by the SPG. Where the relationship is back-to-back, the new properties would have a minimum of 10m garden depth, and in all cases the distance between rear walls of new and existing dwelling would be at least 25m. Where the new properties would be side on to the site boundary, the closest distance to the rear of the Holme Road houses would be 20m, and no overlooking would arise from the flank elevations. The substantial hedge around the rear of the Holme Close properties is shown to be retained, and in response to comment from residents the housing layout plan now reflects existing private rights of rear pedestrian access.

- 7.6 Car parking within the development is shown to be provided in a mixture of on-curtilage garages and drives, forecourts, rear courtyards, and garage blocks. Parking for the market housing accords with the SPG and adopted District Plan standards. Parking for the affordable housing has been shown to a reduced standard of 1 space per 1 bed unit, 1.5 spaces per 2 and 3 bed unit, and 2 spaces for 4 bed units. This accords with advice in Circular 6/98 and the new PPG3, and has assisted in providing a greater number of affordable units on the site. Casual visitor parking at the adopted standard of 0.25 spaces per unit is shown to serve the units either side of the spine road, to assist in preventing on-street parking on that road.
- 7.7 The proposed dwellings closest to Hatfield Avenue would experience a relatively high level of road traffic noise, both day and night, particularly due to the levels of HGV traffic from Hatfield Business Park. The advice of the Council's consultants is that the layout need not be changed to allow for this, but that conditions should be imposed to provide for suitable glazing and ventilation systems to be installed in the affected dwellings, combined with the erection of a 2m high acoustic barrier behind the hedgerow and tree planting in Hatfield Avenue.
- 7.8 Similar conditions would also be necessary for certain plots alongside the spine road.
- 8.0 Public Open Space and Landscaping
- 8.1 Three separate points of access are shown from the housing area to the major public open space to the west, including one vehicular access from the south-western corner. It is possible that an alternative to this access, utilising the existing maintenance access from Hatfield Avenue, may be found, subject to negotiations with the adjoining landowner.
- 8.2 The facilities to be provided on this public open space, including changing rooms and possible community facility, would be the subject of detailed agreement under planning obligations, with the applicant making an appropriate financial contribution, or constructing the agreed facilities.
- 8.3 In addition, the applicants have agreed to prepare and implement a landscape treatment for informal open space on the land within their ownership, but excluded from the application site, to the north of the formal public open space.
- 8.4 Within the housing area, a pocket park including Neighbourhood Equipped Area for Play is shown in the north-eastern part of the site, in accordance with the key diagram at figure 22 of the SPG.
- 8.5 Four Local Areas for Play are shown dispersed throughout the development, and the overall sizes and distribution of play areas are broadly in accordance with NPFA standards and Policy HC16 of the District Plan.
- 8.6 Detailed landscaping schemes for the site would need to be the subject of appropriate conditions, but the layout and indicative details which have been supplied show that capacity exists to meet the strategic landscape objectives set out in paragraph 13.36 of the SPG.
- 9.0 Sustainability

- 9.1 Appendix 2 of the SPG summarises the sustainability tests and principles to be applied to proposals for development of the application sites.
- 9.2 The proposed layout has been assessed against these tests and principles, and the applicants have been asked to expand on their original supporting information to explicitly address this part of the SPG, leading to the submission of an additional supporting document on 23rd March.
- 9.3 Key areas such as urban design quality, accessibility and community provision are assessed elsewhere in this report. In addition, the applicants propose various specific measures such as the following: top-soil and sub-soil stripped and stored on-site for subsequent re-use in landscape and amenity designs; all dwellings to be provided with rainwater collection/storage facilities for garden watering and home composting facilities; possible establishment of household recycling facilities within car park to public open space area; construction process to use non-hazardous materials and observe code of conduct on environmental and health and safety matters.
- 9.4 For a full assessment of sustainability issues, reference should be made to the layout plan and the Rialto document. Having carried out such an assessment, I am satisfied that the application proposals are generally consistent with the sustainability objectives of the SPG.

10.0 Transport

- 10.1 It is important that any development of the application site, and the adjoining residential land, fits satisfactorily within the overall package of transport infrastructure proposals arising from the development of all land covered by the SPG.
- 10.2 To achieve sustainability objectives, and the modal shift in favour of non-car modes of transport, pedestrian and cycle routes into the site have been encouraged and are a critical part of the proposed layout. It is also appropriate that the developers of this site should make a contribution (based on traffic generation) to the enhancement of the wider pedestrian and cycle network in the vicinity of the site.
- 10.3 Similarly it is intended to encourage use of public transport in accessing the site and the spine road has been designed to be suitable as a bus route. A contribution would be sought from the developer towards promotion and subsidy of bus services as part of the overall transport package, in the event of a decision to grant permission.
- 10.4 The proposed residential development on this site will have an impact on the amount of traffic using Oldings and Green Lanes roundabouts, and appropriate contributions would therefore be sought to the required improvement works to those junctions (see report on application S6/1064/99/OP).
- 10.5 The final, but significant, area of contribution would be to the implementation of traffic calming works within the existing Garden Village, particularly Green Lanes, and within the Birchwood Estate. Such a scheme would be designed to discourage traffic from the new development from using those roads, in favour of access along Hatfield Avenue and the major road network. A provisional scheme has been designed and will be finalised following further consultation with local residents and other interested parties.

11.0 Education and Community Facilities

- 11.1 A residential development of the scale proposed, particularly when considered with the proposals for adjoining land, would clearly have significant implications for educational facilities, both at Green Lanes School and elsewhere in Hatfield.
- 11.2 Extensive discussions have taken place between officers of the Council, the County Council as Education Authority and the applicants to arrive at a strategy for dealing with this matter and agreement in principle has now been reached on a package of contributions which would be payable as part of a Section 106 agreement if planning permission were to be granted. This package would include contributions to enhanced primary school facilities at Green Lanes School (JMI), enhanced secondary school facilities at existing Hatfield schools, and early years education provision at a new facility to be provided within the former Hatfield Aerodrome site.
- 11.3 Agreement has also been reached to a level of contribution towards library provision (i.e. enhancement of Hatfield library) and to a contribution towards the construction of a community facility either at Green Lanes School or associated with the playing fields and open space to the west of the housing area.
- 11.4 In the case of the school and community facilities, the developer would have the option of constructing them to a specification primarily agreed with the local authorities as an alternative to making a financial contribution.

12.0 CONCLUSION

- 12.1 Having considered the planning considerations raised by this application under the above heading, and taking into account the representations and consultee responses received, I am satisfied that the proposals accord with the Hatfield Aerodrome Supplementary Planning Guidance of November 1999 and with development plan policy and relevant central Government guidance. I am therefore of the view that the proposals are acceptable subject to conditions, and to the developer entering into planning obligations on the matters discussed above. The trigger mechanisms for securing the matters covered by the obligations will need to be the subject of further discussion and agreement.

13.0 RECOMMENDATION

- 13.1 I recommend that planning permission is granted in respect of application S6/1999/0884/FP, subject to the following matters to be concluded under a Section 106 agreement and the conditions set out below:-

Section 106 Agreement

	<u>Level of contribution</u> £
1. <u>Affordable Housing</u> - 100 units to be sold to a Registered Social Landlord, including not more than 18 units for shared ownership; the remainder to be for rent.	----
2. <u>Open Space/Play areas</u> - the principal open space area to the west of the housing land, the	Sum to be agreed

pocket park, and the identified play areas to be laid out; commuted sum for ongoing maintenance to be paid to an agreed formula. Management plan for remaining open space.

3. Transport

Contributions to the following:-

(i) Off-site highway works - Oldings/Green Lanes	49,350
(ii) Traffic management/calming	29,806
(iii) Pedestrian and cycle network	36,543
(iv) Passenger transport	257,299
	+ 184,500 (bonded)

4. Education

Contributions to the following:-

(i) Enhanced primary school facilities at Green Lanes JMI	670,000
(ii) Secondary school facilities	764,000
(iii) Early years provision	186,000

5. Community facility 113,500

6. Libraries 50,000

7. Fire Hydrants 1,000

8. Per Cent for Art 10,000

9. Recycling facilities sum to be agreed

The triggers and timing clauses required to secure the payment of contributions at an appropriate stage of development are to be agreed.

Conditions

1. SC01 - Time Limit - Full Permission
2. SC09 - Landscaping Scheme - Full Permission
3. Except where shown to be removed on the approved layout drawing no. 8091/021/C all existing hedgerows within the application site shall be retained.
4. Development shall not commence until details of on-site and off-site foul and surface water drainage works have been submitted to, and approved in writing by, the Local Planning Authority. No works which result in the discharge of foul or surface water from the development shall be commenced until the approved off-site drainage works have been completed, and the on-site drainage works shall be constructed in accordance with the approved details.
5. Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
6. Permeable fencing shall be erected at the boundary of all gardens adjacent to the watercourse and hedgerow immediately to the west of the housing development hereby permitted, in accordance with details to be approved by the Local Planning

Authority. The fencing shall be erected prior to the first occupation of the dwellings concerned.

7. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.
8. Prior to the commencement of the development hereby permitted a detailed design for the proposed access roundabout on Hatfield Avenue shall be submitted to and approved in writing by the Local Planning Authority in consultation with the local highway authority and no occupation of any of the dwellings on the site shall take place until the roundabout has been constructed in full accordance with the approved design.
9. Prior to the commencement of the development hereby permitted the location and design of all on-site highway related facilities, including roads, pedestrian and cycling facilities and bus stops shall be submitted to and approved in writing by the local planning authority in consultation with the local highway authority, together with a programme for their completion. The details approved in respect of each phase of the development shall be implemented in full prior to the occupation of any dwellings in that phase.
10. Prior to the commencement of development, schemes for
 - (i) the routes and movement of construction traffic and equipment to and from the site and the provision of appropriate vehicle cleaning facilities, and
 - (ii) the restriction of construction operations on noise-sensitive parts of the site; and
 - (iii) the location of contractors compound and any open storage of building materials or excavated materials
 - (iv) the re-use of materials arising from the site during construction worksshall be submitted to and approved in writing by the local planning authority. All construction operations on the site shall take place strictly in accordance with the schemes so approved unless otherwise agreed in writing by the local planning authority.
11. Prior to the commencement of development of any dwellings within a distance of 50 metres from the carriageway of Hatfield Avenue or within a distance of 20 metres from the carriageway of The Avenue (the central spine road) an assessment of noise levels relating to those dwellings and appropriate noise amelioration measures shall be submitted to and agreed and in writing by the local planning authority. The agreed amelioration measures relating to those dwellings shall be implemented in full prior to the first occupation of the dwellings concerned.
12. Prior to the commencement of construction of each phase of dwellings on the site, details of the external materials to be used in the construction of those dwellings shall be submitted to and approved in writing by the local planning authority.

13. Prior to the commencement of construction of each phase of dwellings on the site, details of any means of enclosure to those dwellings shall be submitted to and approved in writing by the local planning authority.
14. Prior to the occupation of any dwelling on the site the garaging or car-parking spaces to serve that dwelling shall be laid out in accordance with the details shown on the approved layout drawing and shall be kept available for that purpose thereafter.
15. Any windows in the first floor side elevations of the dwellings on plots 197 261, 268, 297 and 304 as shown on approved layout drawing no. 8091/021/C shall be glazed in obscured glass and fixed so as to be incapable of being opened below a height of 1.8 metres above floor level and shall be retained in that form thereafter.
16. Notwithstanding the provisions of the Town and Country planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no development falling within Class A, B, D, or F of Part 1 or Classes A or B of Part 2 to Schedule 2 to that Order shall be carried out without the prior written permission of the Local Planning Authority, granted on application.
17. Prior to the commencement of development, and notwithstanding any details submitted with the application, details of bin stores, composting bins and water butts to serve the dwellings hereby permitted shall be submitted to and approved in writing by the local planning authority, and the approved facilities shall be installed prior to the first occupation of the dwellings which they are to serve.