

WELWYN HATFIELD COUNCIL
PLANNING CONTROL COMMITTEE – 1 SEPTEMBER 2005
REPORT OF THE CHIEF PLANNING AND ENVIRONMENTAL HEALTH OFFICER

S6/2005/675/DE

MIXED USE DEVELOPMENT OF DISTRICT CENTRE COMPRISING SHOPS, FOOD & DRINK USES, HOTEL, HEALTH CENTRE, DAY NURSERY, 267 RESIDENTIAL UNITS INCLUDING AFFORDABLE AND KEY WORKER HOUSING, BUS INTERCHANGE, SERVICING, CAR PARKING AND LANDSCAPING (RESERVED MATTERS APPLICATION FOLLOWING OUTLINE PERMISSION S6/2003/1137/OP) AT COMET SQUARE, HATFIELD DISTRICT CENTRE, LAND AT FORMER HATFIELD AERODROME, COMET WAY, HATFIELD

APPLICANT: Frontier Key (Hatfield) Ltd.

(Hatfield North)

1 Site Description

- 1.1 The master plan for the redevelopment of the Hatfield Aerodrome site, as adopted in the relevant Supplementary Planning Guidance dated November 1999 includes provision for a “District Centre” to contain amongst other elements appropriate shopping, food and drink and health centre uses to serve the population of the new residential development. The land covered by this designation is some 9.8 ha adjoining the west side of Comet Way, located partly behind Waters Garage and Harpsfield Broadway, and stretching westwards to Mosquito Way to include the listed hangar building. To the north of the District Centre site are the Commercial Area and the listed Administration Block and Canteen Block, while to the south are the Bishop Square offices and the recently rebuilt Beales Hotel.
- 1.2 The conversion of the listed hangar to a Next Generation tennis and fitness club has already been approved and implemented in this area, whilst other elements of the District Centre, such as the Business Innovation Centre and the reuse of the listed Gatehouse building adjoining Comet Way have yet to come forward. The present application relates to a site of approximately 4ha within the eastern half of the designated District Centre area. This land has been vacant since the demolition of the unlisted British Aerospace buildings though it does contain a number of mature trees close to the Comet Way frontage, which are subject to a Tree Preservation Order.

2 The Proposal

- 2.1 In April of this year planning permission was granted in full under reference S6/2003/1137/OP for the erection of 200 flats and a nursing home between the present application site and the listed hangar. The flats are currently under construction. The same application, which was considered by the Planning Control Committee on 17th December 2003 and approved subject to the completion of a Section 106 Agreement, also resulted in outline permission for the mix of uses contained in the present application, which is therefore submitted to deal with the siting, design and external appearance of the development as well as its means of access and landscaping. The development approved in outline for the present application site, and controlled through the Section 106 agreement

dated 13th April 2005, is for the following uses: 186 sq.m Health Centre, 0.2ha Day Nursery/Creche, 1115 sq.m Convenience Retail Store, 557 sq.m Unit Shops, Hotel, 2653 sq.m Pub/ Food & Drink Uses, 279 sq.m Financial and Professional Services, Dwellings and Bus Interchange.

- 2.2 The submitted detailed proposals are based on the framework for access previously agreed under the earlier outline permissions. General vehicle access is from the redesigned Gatehouse junction on Comet Way or from Tamblin Way, which runs from Mosquito Way and to the north of the listed hangar and flats under construction. The junction between these access routes within the site is designed not to allow through traffic movements. This junction also serves the 8-bay Bus Interchange to be located immediately behind Harpsfield Broadway. The Interchange will be served by a two-way bus only access from the redesigned Galleria junction on Comet Way which is currently under construction. The District Centre will also be served by the strategic west-east pedestrian and cycle way running from the residential areas west of Mosquito Way, past the south side of the listed hangar and into the heart of the new District Centre, ending at Comet Way.
- 2.3 The proposed development is mainly in the form of four and five storey blocks. Three of these blocks have retail or bar/restaurant accommodation on the ground floor with flats above, and in part form a group around "Comet Square" as the central hard-landscaped open space. The remaining block is residential only with car parking at ground floor level. A freestanding two storey 'Family Pub' is proposed for the south-east corner of the site (siting and access are the only reserved matters submitted for approval for this element at this stage), whilst the 120 bed budget hotel is proposed as a four storey building to the rear of Harpsfield Broadway with three storeys extending over the Bus Interchange.
- 2.4 The proposed residential element of the scheme comprises 115 1-bed flats and 152 2-bed flats. 74 of these flats will be affordable housing provided through a housing association for Council nominees in the normal way, with a further 20 as dwellings for designated key workers. The arrangements for securing the provision of the affordable and key worker housing are set out in the Section 106 Agreement dated 13th April 2005.
- 2.5 Two main car-parking areas are proposed. One is located in the northern part of the site and contains 167 spaces adjoining and below the purely residential block; this area is to provide allocated parking for residents. The second, containing 232 spaces, is to front onto Comet Way and provide the parking for staff and visitors to the shops and bar/restaurants as well as visitors to the residences and 64 allocated spaces to residents. A third, smaller parking area of 37 spaces close to the western boundary of the site is for general use, located close to the proposed Health Centre and Day Nursery. A further 36 spaces to be allocated to residential units are located in small groups off the proposed rear service road running along the south-west boundary of the site. Cycle parking stands are shown at various locations throughout the development.
- 2.6 The mature preserved trees close to the Comet Way frontage are to be retained and basic recycling facilities are to be located close to the southern end of Harpsfield Broadway.

3 Planning History

- 3.1 S6/1999/1064/OP – Outline planning permission for the redevelopment of the Hatfield Aerodrome site in accordance with masterplan (including District Centre).
- 3.2 S6/2003/1137/OP – Full permission for 200 flats and Nursing Home, also outline permission for District Centre including shops, food and drink uses, hotel, health centre, day nursery,

residential uses including affordable and key worker housing, bus interchange, servicing and car parking.

4 Planning Policy

- 4.1 Hatfield Aerodrome Supplementary Planning Guidance, November 1999.
- 4.2 Welwyn Hatfield District Plan 2005 – Policies SD1 (Sustainable Development), M1 (Integrating Transport and Land Use), M14 (Parking Standards for New Development), Design Chapter, H1, H6, H7 (Housing), CLT10 (Nurseries and Childcare), CLT15 (Health Centres and Surgeries), Hatfield Aerodrome Site Chapter.
- 4.3 Central Government Guidance; PPS1 – Delivering Sustainable Development (Feb 2005), PPG3 – Housing (March 2000), PPG13 – Transport (March 2001).

5 Representations Received

- 5.1 The proposals have been advertised by means of press notice, site notice and individual notification of immediately neighbouring landowners. The Ellenbrook and De Havilland Residents Associations have received copies of the proposals.
- 5.2 Five representations have been received. The De Havilland Residents Association generally supports the proposals. The Ellenbrook Residents Association expresses concerns about over-provision of bars and restaurants competing with existing centres, unnecessary large size of bus interchange, under-provision of car parking, possible overflow of parking to the Galleria, and the need for proposed landscaped areas adjacent to car parking to be protected. The Welwyn Hatfield Access Group requests that the application be considered subject to the relevant access standards and criteria of the current District Plan.
- 5.3 A letter of objection has been received from the adjoining Beales Hotel. It is considered that the position of the proposed Family Pub and adjoining bar/restaurant will lead to a direct loss of amenity to clients of the Hotel through noise, disturbance, loss of outlook, smells and overlooking. There is particular concern over noise from the service yard and possibly unsocial hours of operation, inappropriate locations for waste disposal and overlooking from the apartments above the bar/restaurant use. The logic and aesthetics of having a modular family pub on the frontage to Comet Way are questioned, as is the need for a further hotel in an area where several recent hotel developments have taken place.
- 5.4 A letter of objection has also been received from the Ramada Jarvis (Comet) Hotel. Concerns are expressed concerning over-provision of hotel and bar/restaurant accommodation in the area, overbearing visual impact, loss of amenity due to disturbance from the pub, bar/restaurants and service vehicles, shortage of parking, increased traffic and inappropriate design of the pub and hotel.
- 5.5 Hatfield Town Council express great concern over the proposals on the grounds that they would compete with the new Town Centre development, rather than complementing it.

6 Discussion

- 6.1 Dealing first with the land use principles of the proposed development, the mix of uses has been agreed with the grant of outline permission S6/2003/1137/OP and its related Section 106 Agreement. In most cases the floorspace or quantum of development has also been agreed, with the exceptions of the number of residential units, the size of the Hotel, and the

floorspace of the Day Nursery. In policy or land use terms there is no reason why 267 residential units, a 120 bed Hotel and a 604 sq.m Day Nursery should not be acceptable provided that they do not give rise to objection on traffic generation grounds, that there is adequate car parking to serve them and that the buildings housing them are acceptable in terms of location within the site, design and massing. The fact that the floorspace of retail development and food and drink uses has already been agreed is relevant to the issue raised by Hatfield Town Council. It should also be remembered that the retail element of this development was deliberately constrained in the SPG and at outline permission stage in order to avoid conflict with the Town Centre regeneration proposals.

- 6.2 The issues of parking, location, design and massing are dealt with later in this report. Concerning traffic generation, a revised trip rate assessment has been submitted as part of this detailed application, principally to take account of the substantial number of residential units now proposed. The assessment has been considered by the County Council as Highway Authority and it is agreed that, when compared with the original transport assessment for the District Centre carried out at the time of the original outline application S6/1999/1064/OP, there would be 76 less vehicle trips in the morning peak period and 4 more during the evening peak. The latest assessment however excludes the proposed Business Innovation Centre (which is within the designated District Centre but is not part of the current application). If this is reintroduced to the model then there is a net increase in morning peak trips of 23 and in evening peak trips of 82, above the levels in the original analysis on which the design of the off-site highway improvements was based.
- 6.3 The formal response of the Highway Authority states that, as the enhanced off-site highway capacity was designed to cater for peak morning traffic flows (this being the highest background traffic level on the road network), it is not considered that either of the peak period increases detailed above is significant enough to warrant additional off-site works or other transport measures. This takes into account the location of the additional District Centre housing and the potential Business Innovation Centre close to the proposed Bus Interchange and strategic pedestrian / cycle route.
- 6.4 Dealing with each of the reserved matters in turn, the means of access to the proposed development are detailed in 2.2 above and are consistent with the existing outline permission and the scheme of off-site junction improvements already underway. The Highway Authority has confirmed that the access roads, including those proposed within the site which will remain unadopted, are to an appropriate standard. There has been considerable discussion concerning the design of the Bus Interchange, which will be offered for adoption by the Highway Authority. Following discussions with the County Council's Passenger Transport Unit the Interchange has been designed with eight bus bays and a central concourse including waiting room, ticket office and toilets. The Highway Authority's consultation response indicates that certain road engineering details remain to be agreed for the Interchange, but that its location, size and specification are satisfactory as shown in the submitted plans.
- 6.5 Turning to the question of siting of the buildings, this is interrelated with the required locations for access roads and car parking. The purely residential block fronts onto Tamblin Way and gives a sense of continuity on the approach from that direction, turning the corner towards the heart of the District Centre. The central mixed-use blocks are grouped around Comet Square, which gives a sense of enclosure to the principal focal space as well as providing views into and out of the Centre along the strategic footway and cycle route. The four-storey hotel forms a visual end-stop to the east of the Square and opposite the junction of the internal access roads. The block on the south side of the Square turns at right-angles to face Comet Way, where the principal food retail unit will be seen across the car park.

This has been an important commercial requirement for the developer. The block turns again to run parallel to the southern boundary of the site before terminating. The detached Family Pub building is located in the south-east corner of the site.

- 6.6 Overall, the siting of the proposed buildings represents a logical use of space given the constraints of the access routes and the need for substantial areas of car parking to be provided. It also promotes continuity, enclosure and legibility in the built form. There are particular issues related to the siting of the buildings close to the southern boundary with the Beales Hotel which are discussed in 6.18 and 6.19 below. Other than this there are no adverse impacts caused by the siting on adjoining development. The four-storey building at the western end of the Square would be at least 35m from the flats under construction on the adjoining land, while the four-storey height Hotel at the opposite side of the site would be a similar distance from the main rear wall line of the Harpsfield Broadway properties, a significant proportion of which are in commercial use on the upper floors as well as the ground floor.
- 6.7 Turning to consider the design and external appearance of the proposed buildings, this essentially follows a modern theme both as a positive statement and to reflect the location of the site close to modern offices at Bishop Square and T-Mobile as well as the Galleria shopping centre and cinema complex. Elements of the design of the flat blocks under construction on the adjoining District Centre land are also continued in the proposals, as the two developments will 'read' together when viewed from Tamblin Way or the strategic footpath/ cycle link. In negotiation with the developers, considerable attention has been paid to introducing some variation in height to the proposed mixed-use blocks in order to avoid excessive uniformity which could otherwise become oppressive in such a large development. The predominant height is five-storey, but the northern side of the Square is mainly four-storey with a five-storey end section. At the southern end of the development there is also a reduction to four storeys. The Family Pub is the only building for which details of design and external appearance are not submitted for approval at this stage and this will need to be the subject of a separate reserved matters application.
- 6.8 Detailing will also be very important on buildings of this scale and the use of balconies, varied fenestration, relief to the elevations, distinctive treatment of lift shafts as well as a range of different materials helps to provide interest. A typical block elevation will incorporate white through colour render, buff facing brickwork, light grey metal cladding and copper panel as well as glazing.
- 6.9 Variety in surfacing materials is also an essential part of the visual interest of a high-density urban development of this sort. The roads and main cycleways are proposed to be finished in tarmac, with parts of the main rear service area in concrete. Car parking areas are to be in block paving with the majority of pedestrian areas in mid-grey paving slabs. The centre of Comet Square itself would make use of contrasting light- and dark-grey slabs. Comet Square is intended to offer opportunities for sitting out in connection with the bars and restaurants. A semi-permanent freestanding canopy is proposed over a part of the Square for this purpose.
- 6.10 The high-density urban nature of the scheme constrains the opportunities for open space, but some form of amenity space is essential for residents of the development. This has been provided, in addition to Comet Square itself, in the form of balconies to many of the flats and communal roof gardens at fourth floor level in three locations. Additionally there are amenity areas of 150 sq.m and 80 sq.m, with seating, shown to be provided at the rear of the purely residential block and on the opposite side of Tamblin Way adjoining the road junction. There is no formal play area within the scheme but several small 'stations' with

simple equipment are shown along the footpath/ cycleway leading from the Centre to Mosquito Way.

- 6.11 Regarding the final reserved matter of landscaping, a comprehensive scheme has been submitted for the whole site and has been refined following discussions with the Council's Landscape Architect. There are several key elements to this scheme, the first of which is the retention and protection of the preserved mature trees close to the Comet Way frontage, including pine, sycamore, field maple and a good specimen oak close to the site of the new hotel. A small number of trees of suitable species, probably lime, will be planted within the main front car park to break up the view of hard surfacing. Elsewhere mixed tree and hedge planting is proposed around the site perimeter and car parks. A central feature would be planting of substantial 'platanus hispanica' (plane trees) in a line through Comet Square and alongside the Bus Interchange. Planting of groups of mixed trees of indigenous species would also take place along the strategic footway/ cycleway leading down to the listed hangar and Mosquito Way.
- 6.12 Having considered the submissions under the reserved matters headings of means of access, siting, design, external appearance and landscaping it is necessary to look in some detail at certain potentially contentious areas identified above and in the representations received. The first of these is the car parking provision for the development, which comprises a total of 472 spaces distributed as described in 2.5 above. Every residential unit would have its own allocated space; the northern car park contains 167 spaces purely for residents, while 64 residents' spaces would be allocated in the shared southern car park and 36 off the rear service road. The submission on parking states that a further unallocated 27 spaces for visitors to the flats are built into the model for use of the southern shared car park. Depending on interpretation then, the actual ratio for residential parking is either 1:1 or 1:1.1. This contrasts with the ratio of 1:1.25 eventually permitted for the adjoining first phase flats now under construction, although a standard of 1:1.15 was recommended for approval on that site. The standard proposed here is however of the same order as that applied to other developments of one and two bed flats around the Aerodrome site.
- 6.13 Ascertaining an appropriate level of parking for the non-residential uses in the development is a complex exercise. If the standards contained in the 1999 Hatfield Aerodrome SPG are applied without any reduction for accessibility or allowance for shared use then a maximum figure for the residential and non-residential parts of the development combined of around 870 spaces results. A similar total is achieved by applying the District Plan Parking Standards adopted in 2004 in the same way. These figures are clearly substantially in excess of the 472 parking spaces proposed. This approach however makes no allowance for the fact that the peak parking demands for the different component uses do not all occur at the same time and could therefore result in significant overprovision of car parking. For example, the peaks for the doctors' surgery and day nursery will be different to the peak shopping demands which will be different again to the busiest times of the bars and restaurants. Accordingly the applicants have adopted an hourly parking accumulation model, based on trip generation rates for different uses, for both weekday and weekend use, to predict the likely levels of demand at different times of day. This methodology has been scrutinised by the County Council as Highway Authority and accepted as essentially sound.
- 6.14 Using this method, and applying other corrective factors to the demand arising from the bars and restaurants, a figure of 191 spaces arises at the peak (in this instance at the weekend between 7 and 8pm). When added to the 294 residential spaces this gives a total of 485 spaces, 13 above capacity. Following a query over the likely level of hotel use during the week an alternative peak of 526 spaces between 6 and 7pm on weekdays was

identified. This is 54 spaces above capacity. The applicant states however that these should be very much worst-case scenarios since the assessment takes no account of linked trips. A linked trip is where a car-borne user of the development visits several of the component uses whilst only taking up one car parking space. The extent of linked trips is difficult to quantify but tends to reduce the demand for parking spaces.

- 6.15 As stated above, the County Council has accepted this methodology as a reasonable approach to establishing parking demand, whilst also noting that on some occasions demand may exceed provision. This is not in itself a good reason for providing significantly more parking spaces. PPG13 states that sharing of car parking spaces should be encouraged and that local authorities should only be seeking more parking than developers wish to provide where there are exceptional circumstances. The thrust of sustainable development policy is to encourage the use of non-car modes of transport and the County Council's formal consultation response emphasises this, noting that the provision of the Bus Interchange within the site and the focus of bus services through it, together with accessibility by cycle and on foot, makes it difficult to argue for greater parking provision in this location. Indeed, in terms of the adopted parking standards it would be reasonable to argue that when the Interchange is fully functioning, the District Centre itself could be graded at the less accessible end of Zone 2, where 50% parking restraint is applicable. This method would estimate the required number of parking spaces as 484, which is very close to the actual provision of 472.
- 6.16 A final issue in assessing whether the car parking provision is adequate is the question of where the surplus parking might displace to on the occasions when demand exceeds supply. The County Council notes that the main access roads via the Gatehouse junction and Tamblin Way will be adopted as public highway and will be controlled by on-street parking restrictions on a 24 hour, 7 day a week basis. Parking on the non-adopted roads within the site will be controlled through the developer's management arrangements in accordance with the Parking and Traffic Management Strategy which is required to be approved by the local authorities under the terms of the Section 106 Agreement applying to the development. The adjoining development of flats and the Next Generation Club also have controlled parking. Opportunities to park elsewhere in the Business Park are currently limited and at least 500m away. For reasons of similar distance it will not be attractive to park in the residential areas west of Mosquito Way when accessing the District Centre facilities. The most likely alternative parking area, less than 200m away, is the Galleria car park when space is available, which is at most times on a weekday and to a lesser extent on weekend evenings. Clearly it would not be appropriate to rely on this off-site space being available, but it is likely that some linked trips will occur in any event, with people visiting both the District Centre and the Galleria.
- 6.17 For all the reasons set out above it is acknowledged that establishing an appropriate level of car parking in the development is complex and difficult, but that given the background of Government guidance, District Plan Policy and the support of the County Council as Highway Authority the parking provision contained in the proposals is satisfactory. Successful operation of the car parks will depend heavily on the Parking and Traffic Management Strategy as regards charging, use of permits and enforcement. A Strategy document has been submitted to accompany this application and, subject to any necessary amendments negotiated with the developer, will be formally approved under the terms of the Section 106 Agreement.
- 6.18 A separate area of concern relates to the representations received from the existing hotels. The general question of whether the need or demand exists for a further hotel in this locality is not one for the local planning authority to determine. Similarly, although the proposed

location of the hotel partly above the Bus Interchange would appear potentially problematic as regards noise and disturbance, the developer has confirmed that the intended operator is happy with this arrangement. Of more concern is the proximity of the proposed rear service access, the pub, and the adjoining four-storey block, to the boundary with the Beales Hotel. The distance between the proposed new buildings and the north-east facing windows of the Beales Hotel bedroom wing would be between 16m and 19m. Particularly in the case of the four-storey block this would lead to a significantly reduced outlook from the hotel, however given that the District Centre site has been earmarked for some time as a site for redevelopment, and given the relative orientation of the buildings, I do not consider that this reduced outlook itself gives grounds for refusal of permission.

- 6.19 The potential problems caused by the uses and the rear service area are significant, but it would not in my view be practicable in terms of the best use of the District Centre site to require the pub and bar/restaurant buildings to be relocated to another part of the site. Following discussions with the applicant, revised plans have been submitted which show the length of the service road behind the pub reduced and a turning head created between the pub and the bar/restaurant to limit the need for vehicles to reverse over longer distances. In terms of noise and disturbance at unsocial hours, which clearly could affect residents at the hotel, I would recommend that this could be dealt with by conditions on any permission requiring acoustic boundary screening and restricting hours of use.
- 6.20 The application as a whole has been considered by Environmental Health Officers and, as might be expected from a mixed-use scheme, raises a number of issues regarding potentially adverse effects of the commercial uses on the residential and hotel elements of the development. In the event of the scheme receiving approval it is recommended that conditions are imposed to address the protection of the flats and hotel against adjacent commercial uses and traffic noise, to deal with plant and extraction installation at the commercial premises, and to control delivery hours. The issues of site contamination and hours of construction operations are already covered by conditions attached to the outline permission.
- 6.21 The Police Architectural Liaison Officer has made comments on the proposed design and layout of the scheme, in particular regarding the definition of public and private areas and access to the flats. The affordable element of the housing is required to achieve 'Secured by Design' status and it is recommended that this be extended to the whole of the residential development. Attention is also drawn to the 'Safer Parking' initiative for making car parking areas more secure.
- 6.22 The Hatfield Aerodrome SPG includes a Sustainability Checklist for new development and Policy SD1 of the adopted District Plan requires the submission of supporting information on sustainability with applications. The applicants in this case have submitted a Sustainability Appraisal which deals with the headings in the checklist and highlights several key aspects of the proposed development. These include the use of 'brownfield' land, the retention of existing mature trees, the provision of household recycling facilities, the accessibility of the development by bus and other non-car modes of transport, the use of Combined Heat and Power as an energy source and the provision on the site of community facilities such as the Health Centre and Day Nursery.
- 6.23 Conditions already imposed on the outline permission cover the following matters; materials, landscaping, tree protection, retention of parking spaces, waste minimisation, site contamination, drainage, archaeology, hours of construction and routes of associated traffic, external lighting, means of enclosure and highway details.

7 Conclusion

- 7.1 In the light of the above discussion, I consider that the submitted reserved matters proposals for the District Centre are acceptable in terms of the outline permission already granted, and are in accordance with the Hatfield Aerodrome SPG, the relevant policies of the adopted District Plan and Government guidance particularly on affordable housing, car parking and sustainable development.

8 Recommendation

- 8.1 I recommend that approval is granted for the reserved matters submitted under application S6/2005/675/DE subject to the following conditions, which are in addition to the conditions imposed on outline permission S6/2003/1137/OP;

- 8.2 1. No development shall take place until a noise assessment report of the effects of the commercial uses and bus interchange within the site, including servicing and traffic noise, on the flats and hotel has been carried out and a scheme for mitigating the effects of such noise has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the scheme shall be completed before any residential buildings are occupied and retained thereafter.

REASON: In the interests of the amenity of occupiers of the residential development.

2. Details of any external plant and equipment, including extraction units, shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. Any measures required by the Local Planning Authority to reduce noise from the plant or equipment shall be completed prior to the plant being brought into use and retained thereafter.

REASON: In the interests of residential amenity.

3. No part of the family pub, bar, restaurant and hot food outlet development hereby approved shall be brought into use until a scheme for treating cooking fumes and odours arising from that part of the development before their emission to the atmosphere so as to render them innocuous has been submitted to and approved in writing by the Local Planning Authority. The works that form part of this scheme shall be installed as approved and be in full working order prior to commencement of the use. As long as the use continues, the equipment shall be operated, serviced and retained in such a manner so as to suppress effectively the emission of cooking fumes and odours.

REASON: In the interests of the amenity of the development and of occupiers of the residential development in particular.

4. Prior to the commencement of development of the family pub and the bar/restaurant shown as 'Unit 1' on the approved Ground Floor Master Plan, a scheme for the reduction of noise at the south-west boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed in full prior to the first use of the family pub or the bar/restaurant and retained thereafter. No deliveries, loading or unloading shall take place in the rear service area to these buildings before 7am or after 11pm on any weekday or before 9am or after 7pm on Sundays.

REASON: To avoid undue nuisance to occupiers of the neighbouring hotel.

5. Prior to the commencement of the residential development a scheme for controlling access to the flats and enhancing their security shall be submitted to and approved in

writing by the Local Planning Authority and the approved scheme shall be implemented in full prior to the first occupation of the flats to which it relates and retained thereafter.

REASON: To improve security of the residential units in this high-density mixed-use development and to reduce the possibility of crime.

Chris Conway, Chief Planning and Environmental Health Officer
Date 22 August 2005

Background papers

Planning applications S6/1999/1064/OP, S6/2003/1137/OP, S6/2005/675/DE.

