

DELEGATED REPORT

APPLICATION NUMBER	S6/2006/1138/DE
LOCATION	'Phase 3F' residential development, Land at The Runway, Hatfield Aerodrome site
PROPOSAL	Residential development of 34 dwellings – revised reserved matters application (approval S6/2003/957/DE) pursuant to outline permission S6/1999/1064/OP

1.0 INTRODUCTION

- 1.1 Outline planning permission for residential development on the former Hatfield Aerodrome site was granted on 29th December 2000 under reference S6/1999/1064/OP, as part of the permission for the overall development of the site. The outline permission reflects the land use allocations and scale of development detailed in the Hatfield Aerodrome Supplementary Planning Guidance adopted in November 1999.
- 1.2 In February 2002, the then Planning Control Board approved a Development Framework Plan and Design Statement for the residential part of the Hatfield Aerodrome development. This was followed by the approval of a number of reserved matters applications for residential development to the west of the main spine road through the Aerodrome site and north of the university.
- 1.3 The current application seeks revisions to approved reserved matters consent S6/2003/957/DE which relates to the development of 322 dwellings and associated infrastructure for Bovis 'Phase 3' development. The application site comprises just one segment of the S6/2003/957/DE permission – referred to from now as Phase 3F – and is located to the north of the principal east-west cycle way and footpath link from Comet Way to Ellenbrook Park approximately 75m from the edge of the Green Belt. The site wraps around a large play area and is bounded to the north by a secondary access route being the northern end of 'The Runway'.
- 1.4 Under approved reserved matters consent S6/2003/957/DE, details of a total of 19 dwellings were approved within that land identified as Phase 3F in this application. All of the approved dwellings were two storey detached dwellings featuring loft space each with accompanying garages. A mixture of five house types were detailed under the approved consent.

2.0 THE PROPOSAL

- 2.1 The application provides details of the design, siting, means of access and car parking for 34 new dwellings, an increase of 15 dwellings over the approved consent. This equates to a proposed new density of approximately 45 dwellings per hectare.
- 2.2 It is proposed that a scheme of two-storey and three-storey terraced accommodation be incorporated into the approved housing scheme to replace a number of detached two storey dwellings. It is proposed that 11no.

two-storey terraces with loft space replace 6no. detached houses surrounding the open space area, while 14no. three-storey terraces replace a further 6no. detached dwellings fronting the main access road of the site. In addition, it is proposed that 3no. two-storey terraces with loft space replace a detached dwelling fronting the feature square to the south east of the site.

- 2.3 Access to the dwellings is essentially unchanged from that approved in S6/2003/957/DE and shared vehicular access is maintained around the perimeter of the play area. The frontages and orientation of all properties are unchanged. A new access to the play area was proposed during initial application discussions however this alternative layout proposal was not incorporated in final submissions.
- 2.4 Parking provision within the site is proposed at 2 car spaces per dwelling. Garages accompany each detached house, while parking for all terraced accommodation is provided in the form of driveways.
- 2.5 The proposed external materials are most similar to those approved in S6/2003/957/DE.
- 2.6 Five dwellings will be made available for affordable housing located at plots 387 and 421-424. Plot 387 has been allocated for shared ownership.

3.0 RELEVANT POLICIES

- 3.1 Central Government Planning Policy Guidance Notes
PPG3 – Housing
PPG13 – Transport
- 3.2 Hertfordshire Structure Plan Review 1991- 2011
None
- 3.3 Welwyn Hatfield District Plan (2005)
Policy HATAER1 – Sustainable Development of the Site
Policy HATAER2 – Mixed Use
Policy D1 – Quality of Design
Policy D2 – Character and Context
Policy H7 – Affordable Housing
- 3.4 Hatfield Aerodrome Supplementary Planning Guidance (1999)
Section 7 – Transport Strategy and Principles
Section 13 – Residential Area Planning Brief

4.0 PUBLICITY AND REPRESENTATIONS

- 4.1 The application was advertised in the local press and by site notice upon application registration. Notification letters were sent to neighbouring occupiers along 'The Runway'. No comments were received by the Council.
- 4.2 De Havilland Residents Association – No comments.
- 4.3 Landscape (WHC) Department – No comments.
- 4.4 Environment Agency – No comments.

- 4.5 Herts County Council (Highways) – Does not wish to restrict the grant of permission subject to two conditions. These have been included in the rear of this report.
- 4.6 Herts County Council (Environment) – Does not wish to restrict the grant of permission. Reference is made to policies outlined in Waste Policy 3 (Waste minimisation and new developments), Waste Policy 7 (Re-use of waste arising from new developments) and Waste Policy 8 (Use of recycled materials in new developments).
- 4.7 Welwyn Hatfield Access Group – The Welwyn Hatfield Access Group request that this application is considered subject to the standards and criteria outlined in the current District Plan (Policy D3d, Policy D5) and that planning approval is conditional on compliance with the detailed access requirements.

5.0 DISCUSSION

- 5.1 In assessing the submitted proposal, I have made particular regard to the guidance contained within Chapter 13 (Area Brief – Residential) of the Hatfield Aerodrome SPG concerning density, housing mix, visual continuity and legibility. Guidance contained within Chapter 7 (Transport Strategy and Principles) has also been taken into account with regard to car parking standards and accessibility. General design guidance contained with the Welwyn Hatfield District Plan (Policy D1 & D2) has been considered for the residential proposals accordingly.
- 5.2 The proposed scheme has also been considered with regard to the principles of the adopted Development Framework Plan (approved 2002) which specifies relatively higher densities along the main spine road and transport routes, declining gradually to lower densities toward the Green Belt boundary.

Density

- 5.3 Discussing firstly density, the Council must consider whether or not the principle of increased housing density may be satisfactorily accommodated on the Phase 3F site. Guidance contained within the Development Framework Plan identifies broad zones of variable housing density, with high density (40-60 d/ha) zones located around the Central Park area moving to medium density (30-40 d/ha) development in concentric fashion and finally to low density (20-30 d/ha) development along the western corridor adjoining the Green Belt. As a general principle, development at higher densities is permitted along the main spine road and along secondary access routes within the site. Supplementary Planning Guidance for the Aerodrome site also encourages higher densities around public open spaces and squares and within this general pattern, taller buildings will be expected at corners and nodes.
- 5.4 The scheme proposes 34 new dwellings, 15 dwellings over that originally approved (19 dwellings) which equates to a proposed density of approximately 45 dwellings per hectare. While this exceeds the prescribed density for a zone identified as 'medium density' (30-40 d/ha), the site fronts onto a secondary access road which services further dwellings to the west and north of the site. Furthermore, to the west of the site lies public open space and to the south east of the site lies a feature square. With reference

to the above guidance therefore, increased densities are considered acceptable for sites such as Phase 3F. Advice outlined in PPG3 (Housing) promotes the efficient use of land at densities between 30-50 d/ha, and with existing examples of residential development at higher densities within Phase 3 immediately to the north of the site, the principle of increased density is satisfactory and considered appropriate to the site.

Affordable Housing

- 5.5 Chapter 13 of the Hatfield Aerodrome SPG specifies that 30% of all new dwellings built within the Master Plan area shall be designated as affordable dwellings. Of the 15 proposed additional dwellings, 5 affordable dwellings will be provided which exceeds the prescribed proportion of affordable dwellings. This accords to Policy H7 of the Welwyn Hatfield District Plan 2005 where a minimum of 30% of affordable housing is specified.

Design, Layout and Height

- 5.6 Turning to the use of two-storey and three-storey terraced accommodation to replace the single detached dwellings, careful attention was placed on maintaining the character and appearance of the approved scheme S6/2003/957/DE and ensuring visual continuity around the open space. Initial submissions were amended to ensure large blocks (six houses wide) of terraces did not dominate views from the open space, and to ensure that large areas of hard standing and car parking did not dominate the open nature of the site. Along the frontage of the open space, small blocks of terraces (three houses wide) and a semi-detached house are now proposed, interspersed by car parking areas to help break up the built form. Together with the removal of garages from the frontages onto the open space, it is considered the open and detached appearance of the approved S6/2003/957DE is satisfactorily retained in the proposed scheme and it is not of unacceptable bulk and scale to warrant refusal.
- 5.7 Careful attention was also observed during application discussions to ensure the terraces did not dominate the open space areas due to their increased height. The two storey terraces with loft space fronting the open space will stand 11.15m in height, with eaves levels of 5.5m above ground level, approximately 0.9m higher than the detached dwellings in S6/2003/957/DE. Similar two storey terraces with loft space are proposed fronting the feature square. It is considered that this increased height of less than one metre is acceptable when observed from the open space and should not have an unacceptable impact to the character of the area. The three storey terraces will be restricted to the northern boundary of the site fronting the access road and this is acceptable to the Council having considered other design and layout issues mentioned above.
- 5.8 It is noted that the eaves level of the terraces fronting the open space will match that of the detached dwellings and will be in keeping with the character of the existing dwellings that surround the open space. The original scheme sought permission for three storey terraces with eaves levels of 7.5m. This amendment in dwelling type serves to minimise the impact of increased bulk surrounding the open space.
- 5.9 A mix of 5no. dwelling house types is proposed on the Phase 3 site. This adds an element of visual variety to the elevations and is welcomed.

External Materials

- 5.10 Details of the proposed materials indicate the use of a similar palette of materials as originally proposed in S6/2003/957/DE and as such is acceptable to the Council.

Parking

- 5.11 Parking provision on the site is proposed at 2 spaces per dwelling which accords to the standards set out by the Supplementary Planning Guidance and the Development Framework Plan. No objections are raised to the parking layout having sought significant revisions during the application process. Large swathes of car parking do not exist that would dominate the site and the largest car park area (adjacent plots 420,421 & 415) will not be visible from the open space. Where parking is not available directly adjacent the dwellinghouse it is considered that walking distances to car parking bays, though not ideal, are acceptable.

Residential Amenity

- 5.12 It is important that the amenity of future occupiers of the development is retained when considering an increased density of dwellings. In the context of the wider residential site, it is considered that the proposed depth of the rear garden spaces and proximity to neighbouring dwellings is acceptable and that the proposal is an acceptable revision to S6/2003/957/DE.

6.0 CONCLUSION

- 6.1 Having considered the submitted details in respect to density, siting, dwelling type, means of access and car parking provision it is considered that the proposed scheme is an acceptable revision to the approved reserved matters application S6/2003/957/DE. The revisions are appropriate in context of the wider residential site and are in keeping with the principles of the Development Framework Plan and the Supplementary Planning Guidance for the Hatfield Aerodrome site.

7.0 RECOMMENDATION

- 7.1 It is recommended that the proposed development of 34 dwellings and associated details of siting, design, external appearance be **approved** as acceptable revisions to planning consent S6/2003/957/DE, pursuant to outline planning permission S6/1999/1064/OP, subject to the following conditions:

1. A full landscaping scheme shall be submitted to and approved by the Local Planning Authority prior to commencement of development and the approved scheme shall be subsequently implemented in accordance with Condition 6 of outline planning permission S6/1999/1064/OP dated 29 December 2000.

REASON – To enhance the visual appearance of the development.

2. Prior to the commencement of development, details of suitable gateway features at all boundaries of adoptable highway with private drives shall be agreed in writing by the Local Planning

Authority and the agreed features shall be constructed in full, prior to the first occupation of any dwellings served off the sections of road to which they relate.

REASON – In the interests of pedestrian and highway safety.

3. Before the development commences, any alterations to the highway serving this site must be submitted and approved by the Local Planning Authority, in consultation with the Highway Authority to ensure that they do not affect the section 38 Agreement that covers the highways on this site

REASON – In the interests of highway safety and efficiency and to ensure that no threat to the safety and operation of the adjoining highway is created.

4. 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 a condition such as not to emit dust or deposit mud, slurry or other debris on the highway, in particular (but without prejudice to the foregoing) efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development of cleaning the wheels of all lorries leaving the site.

REASON – To minimise the impact of construction vehicles and to improve the amenity of the local area.

Reason for Grant of Permission:

It is considered that the proposed revisions to the approved reserved matters application S6/2003/957/DE, in terms of density, siting, dwelling type, means of access and car parking provision is appropriate and does not have an unacceptably harmful impact on residential amenity or on the character of the area in which it is located.

INFORMATIVES

Herts County Council (Highways)

It is recommended that the inclusion of the following advisory note to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1.To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the public highway. All works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication "Roads in Hertfordshire - A Guide for New Developments". Before proceeding with the proposed development, the applicant should contact the Mid West Hertfordshire Area Office (01727 816025) to obtain their permission and requirements.

COMMENTS: This reserved matters application is for the construction of 34 dwellings on the Hatfield Aerodrome site. The roads within the site are the subject of a section 38 agreement and the developer should ensure that the access arrangements proposed do not conflict with the details of the Section 38 agreement.

8.0 APPROVED DRAWINGS

HT3F-10-01 (Location Plan), stamped 25 Aug 06
HT3F-02-01 Rev C dated 10/10/06 (Fence Key Plan), stamped 3 Nov 06
A539-A-BR (Elevations in Brick), stamped 19 Oct 06
A449-A-BR (Elevations in Brick), stamped 19 Oct 06
A323-A-BR (Elevations in Brick), stamped 19 Oct 06
A323-H-BR (Elevations in Brick), stamped 19 Oct 06
A323-VT1-A-BR Rev B (Elevations in Brick), stamped 19 Oct 06
A323-VT1-H-BR Rev B (Elevations in Brick), stamped 19 Oct 06
A327-6-A-BR (Elevations in Brick), stamped 19 Oct 06
A327-6-H-BR (Elevations in Brick), stamped 19 Oct 06
C5002 Planning Drawing, stamped 19 Oct 06
WORKING DWG SH2.1 Rev A, stamped 19 Oct 06
WORKING DWG SH3.2 Rev A, stamped 19 Oct 06
AGT2 Tandem Garage, stamped 19 Oct 06
AGD2 Double Garage, stamped 19 Oct 06
HT3F-01-01 Rev A dated 10/10/06 (Material Schedule), stamped 19 Oct 06
HT3F-03-01 Rev A dated 16/10/06 (Street Scenes 1 of 2), stamped 19 Oct 06
HT3F-03-02 Rev A dated 16/10/06 (Street Scenes 2 of 2), stamped 19 Oct 06

Signature of author.....

Date.....