

**WELWYN HATFIELD BOROUGH COUNCIL  
EXECUTIVE DIRECTOR - PLANNING, PUBLIC PROTECTION AND GOVERNANCE**

**DELEGATED APPLICATION**

**Application No:** 6/2017/0624/MAJ  
**Location:** Plot 5000, Hatfield Business Park, Hatfield, AL10 9EZ  
**Proposal:** Erection of a 3 storey building for B8 (storage and distribution) (4,915 sq metres, gross external) and B1 (office/light industrial) (1,797 sq metres, gross external) use, together with 100 car parking spaces, 10 cycle parking spaces, boundary treatment, landscaping, lighting and access.  
**Officer:** Mr D Elmore

**Recommendation:** Granted

6/2017/0624/MAJ

<b>Context</b>	
<b>Site and Application description</b>	<p>Plot 5000 forms part of the wider Hatfield Business Park, which is covered by the adopted Hatfield Aerodrome Supplementary Planning Guidance (1999) and masterplan.</p> <p>Hatfield Business Park is one of the most significant employment areas in the East of England and provides a diverse range of employment for over 10,000 people. Existing occupiers include Porsche, PCL Transport, Eisai, Affinity Water, Tesco, Ocado, Royal Mail, DHL, The Environment Agency, Booker, Toolbank and Computacenter.</p> <p>The application site has an area of 1.21 hectares (Approx. 3 acres) on the south-west part of Plot 5000. The site lies within the context of the much wider Hatfield Business Park development. It is bounded by Howe Dell Primary School to the West, the IO Centre (industrial development) to the North, the remaining undeveloped land of Plot 5000 to the East, and Mosquito Way and an office building occupied by Affinity Water to the South. The site is also within the setting of the Grade II* Listed hanger to the south-west which is currently occupied by David Lloyd fitness.</p> <p>The site has wooded boundaries to the west and north. The southern boundary is a section of soft landscaping consisting of semi-mature trees and low shrubs. Beyond the soft landscaping is Mosquito Way, a well-lit road which services the business park. Adjacent to the western boundary is an attenuation pond within the grounds of the neighbouring school.</p> <p>Planning permission is sought for the erection of a 3 storey building for B8 (storage and distribution) (4,915 sq metres, gross external) and B1 (office/light industrial) (1,797 sq metres, gross external) use, together with 100 car parking spaces, 10 cycle parking spaces, boundary treatment, landscaping, lighting and access.</p>
<b>Constraints (as defined within</b>	EMPL - EA6 (Hatfield Business Park) - Distance: 0

<p><b>WHDP 2005)</b></p>	<p>LCA - Landscape Character Area (De Havilland Plain) - Distance: 0  PAR - PARISH (HATFIELD) - Distance: 0  Wards - Hatfield Villages - Distance: 0  A4D - Article 4 HMO Direction - Distance: 0  CP - Cycle Path (Cycle Facility / Route) - Distance: 15.81  FM30 - Flood Zone Surface Water 30mm (1874639) - Distance: 0  FM10 - Flood Zone Surface Water 100mm (2724374) - Distance: 0  FM10 - Flood Zone Surface Water 100mm (2764492) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7588767) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7588788) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7588801) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7588502) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7588560) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7588592) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7661643) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7661320) - Distance: 0  FM00 - Flood Zone Surface Water 1000mm (7661587) - Distance: 0  HAT - Hatfield Aerodrome - Distance: 0</p>
<p><b>Relevant planning history</b></p>	<p>Application number: 6/2015/2043/OUTLINE  Decision: Granted  Proposal: Redevelopment to provide floorspace equivalent to 537 Units of Development (UD) (as set out in Schedule 1) for Use Classes B1, B2, SG and Hotel use on plots 4100, 5000, 5600 and for Use Classes B1, SG and Hotel use on plot 6000 with all matters reserved except access</p> <p>Application number: S6/2015/1061/MA  Decision: Granted, with S106 Supplemental Deed  Proposal: Erection of a private healthcare facility (use Class C2), to include car/cycle parking, boundary treatment, landscaping, lighting and access</p> <p>Application number: S6/2013/1184/FP  Decision: Granted, with S106 Supplemental Deed  Proposal: Erection of a warehouse (use class B8), totalling 3768 square metres including ancillary office accommodation with car parking, lorry manoeuvring areas, loading and unloading facilities, cycle parking, boundary treatment, landscaping, lighting and access</p> <p>Application number: S6/2012/0217/MA</p>

	<p>Decision: Granted, with S106 Supplemental Deed</p> <p>Proposal: Erection of a regional distribution centre (use class B8) totalling 21,886 square metres, including ancillary office accommodation and vehicle maintenance building, together with fuel island, vehicle washing facilities, car and lorry parking and manoeuvring areas, loading and unloading facilities, cycle parking, boundary treatment, landscaping. Lighting and access</p> <p>Application number: S6/1999/1064/OP</p> <p>Decision: Granted, subject to S106 Agreement</p> <p>Proposal: Demolition of existing (unlisted) buildings, removal of runway and other hard standing areas and redevelopment for the following purposes: as a business park comprising uses within Use Class B1, B2, B8 and Sui Generis use; housing; new university campus (Use Class D1 and D2) to include replacement De Havilland Sports and Social Club and associated playing fields; two hotels; primary school and associated facilities; district centre; works of conversion to enable recreation use existing listed hanger; Aviation Heritage Centre, together with associated highway, transport and service infrastructure (including a strategic transport corridor), landscaping and open space, diversion of Ellenbrook. Means of access to be determined.</p>		
<b>Consultations</b>			
<b>Neighbour representations</b>	Support: 0	Object: 2	Other: 0
<b>Publicity</b>	<p>Site Notice Display Date: 25 April 2017</p> <p>Site Notice Expiry Date: 16 May 2017</p> <p>Press Advert Display Date: 19 April 2017</p> <p>Press Advert Expiry Date: 3 May 2017</p>		
<b>Summary of neighbour responses</b>	<p>Objections from two neighbouring occupiers summarised as follows:</p> <ul style="list-style-type: none"> <li>• Obtrusive development with negative impact on the adjoining residential and school developments</li> <li>• Traffic and congestion</li> <li>• Noise and air pollution</li> </ul>		
<b>Consultees and responses</b>	<p>Councillor Lynne Sparks – No response</p> <p>Councillor Duncan Bell – No response</p> <p>Hatfield Town Council – Request for hours of opening to be set by condition and shared use of car park such that the school can use it when the business does not require it e.g. evenings and weekends</p> <p>Welwyn Hatfield Borough Council (Conservation) – Comments summarised as follows:</p> <ul style="list-style-type: none"> <li>• Building would not overpower the Listed Building</li> <li>• Proposed silver corrugated cladding would perhaps be too strident</li> <li>• Unless estimated size comparison proves to be significantly under-estimated, I would expect that the proposals would not</li> </ul>		

	<p>significantly harm the setting of the listed building, subject to detailed matters of colour and the brises-soleils on the frontage.</p> <p>Welwyn Hatfield Borough Council (Landscaping) – Response summarised as follows:</p> <ul style="list-style-type: none"> <li>• The impact on the existing vegetation is not an issue</li> <li>• Proposed landscaping sufficient</li> <li>• Significant concerns regarding the façade that faces Howe Dell School. It is considered that the building will have an adverse effect on the landscape from the school playing field. Ideally the area between the building and the school boundary, currently shown on the landscape plan planted as meadow, would have large trees planted to form a visual screen. However I understand that this area is a service easement and excavation in this area is not permitted.</li> </ul> <p>Welwyn Hatfield Borough Council (Environmental Health) – No objection subject to condition regarding contamination</p> <p>Hertfordshire County Council (Fire &amp; Rescue) – Seek provision of fire hydrants to serve the proposed building through a S106 legal agreement or unilateral undertaking</p> <p>Hertfordshire County Council (Lead Local Flood Authority) – No objection</p> <p>Hertfordshire County Council (Historic Environment Advisor) – Response pending</p> <p>Hertfordshire County Council (Ecology) – No objection based on landscape design and access statement July 2017</p> <p>Hertfordshire County Council (Highways) – No objection subject to condition regarding precise details of parking areas and turning areas.</p> <p>Historic England – No comment</p> <p>St Albans City and District Council – No comment apart from archaeology.</p>
<b>Relevant Policies</b>	
<input checked="" type="checkbox"/> NPPF <input checked="" type="checkbox"/> D1 <input checked="" type="checkbox"/> D2 <input type="checkbox"/> GBSP1 <input type="checkbox"/> GBSP2 <input checked="" type="checkbox"/> M14 Others: SD1, HATAER1, HATAER2, HATAER3, HATAER4, EMP1, EMP2, Hatfield Aerodrome SPG, M1, M2, M3, M4, M5, M6, R2, , R7, R10, R11, R17, R18, R19, R20, R29, D3, D4, D5, D6, D7, D8, D9	
<b>Main Issues</b>	
<b>Principal of proposed development</b>	<p>The application site is situated within the context of the wider Hatfield Business Park, which is designated as an employment area (EA6), under Policy EMP1 of the adopted Welwyn Hatfield District Plan (2005). The site is also covered by the Hatfield Aerodrome Supplementary Planning Guidance (1999), which sets out the masterplan to guide the redevelopment of the area.</p> <p>Hatfield Business Park sits on the site of the former Hatfield Aerodrome, which was occupied first by the DeHavilland Aircraft Works, and later by British Aerospace (BAe), until it was closed by BAe in the mid 1990's with the loss of 8,000 jobs.</p> <p>Following its closure, Goodman (formerly known as Arlington) in</p>

partnership with Welwyn Hatfield Borough Council, Hertfordshire County Council and St Albans District Council, developed a masterplan and Supplementary Planning Guidance document, which became the basis of the December 2000 outline planning permission, to facilitate the re-development of the site. Here, the over-arching principles of the document were to:

- Promote sustainable development on the site;
- Provide for a mix of uses on the site;
- Promote economic development on the site to help replace the jobs lost when BAe closed; and
- Provide work and homes for local people.

The outline planning permission was granted in accordance with adopted Supplementary Planning Guidance (SPG), November 1999 for the whole of the Hatfield Aerodrome site. The permission was subject to 26 Conditions and a Section 106 Agreement. The Hatfield Aerodrome SPG envisages a certain level of development floor space for each use class. The SPG allows the proportion of uses to be reviewed formally every five years after the commencement of development, to take account of the prevailing economic climate, market demand and take-up rates. In practice a formal review hasn't been necessary to keep up with demand.

Paragraph 4.139 and the corresponding table of the Section 106 Agreement for planning permission S6/1999/1064/OP set out the floor space permitted for different uses on the Hatfield Business Park. A total of 197,996sqm of development (not including the hotel) was permitted on the Business Park, under the terms of the Section 106 Agreement.

Under the Section 106 Agreement, provision was made for 45,342sqm of B8 floor space within the commercial area of the Hatfield Business Park. Following a number of B8 developments on the business park, the planning application for 'Arla' (S6/2012/0217/MA) sought permission for 20,552sqm of B8 floor space, which represented an increase of 13,526sqm of B8 floor space over and above that permitted as part of the Section 106 Agreement for planning permission S6/1999/1064/OP. This proposal therefore used up all remaining B8 floor space on the Business Park, meaning that the remaining B8 floor space (13,526sqm) had to be re-allocated to use class B1c/B2 using the substitution formula referred to below.

The 'Toolbank' application (S6/2013/1184/MA) comprised 3,768sqm of B8 floor space. As no B8 floor space remained on the site, the applicant proposed to compensate for this using the same approach as 'Arla'. This involved (a) re-allocating the 3,768sqm of B8 floor space to use class B1c/B2, and (b) re-calculating the amount of B1c/B2 floor space remaining on the site, using the "units of development" calculation, set out at schedule 16 of the Section 106 Agreement for planning permission S6/1999/1064/OP.

Both of the above application were considered acceptable on their individual merits.

As this application would involve further B8 floor space, the same substitution formula would be applied.

This application site would be occupied by Air Business – a UK-based

distribution and subscriptions management company which offers subscriptions management, cross-border shipping, international mail and fulfilment for magazine subscriptions. The building will enable the business to expand its operations and increase its employment base at Hatfield Business Park. The building would provide warehouse accommodation (4,915 sq metres, gross external) with offices at first and second floor level (1,797 sq metres, gross external)

Officers initially questioned the office function of the proposal. It has however been clarified by the applicant that the office would support the wider business functions of Air Business rather than merely being ancillary to the warehouse.

The proposed development would form the new head office for Air Business. There will be approximately 180 members of staff at the new head office, who will be transferred from their nearby facility in St. Albans. Although limited long term employment opportunities would be formed by nature of the transfer, residual expenditure would be created to the benefit of the local economy. Furthermore, a number of construction jobs will also be created during the construction phase of the project alongside supplier related jobs associated with both the construction and operational phases of the development.

It is understood from the applicant that there has not been any market demand for light industrial uses (B1c) and general industrial uses (B2) for the site or wider Hatfield Business Park. This proposal would create an element of B1 use within the site which is very much supported in light of the rise of predominately B8 uses in recent years within the wider business park.

In this particular case, it is considered that a re-allocation of the B8 element to B1(c)/B2 provides for an acceptable swap in land use terms whilst still safeguarding the ability to deliver the remaining quantum of B1a/b development to support the principles of the Emerging Core Strategy and deliver against the framework of the outline planning permission. At the same time it will deliver much needed inward investment to the Borough providing economic development and employment opportunities.

Given the current economic climate and the fact that this is a proposal for business use within a Business Park, it is appropriate for the Council to consider the proposed use for this site. This is also in line with the sentiments of the NPPF which states that:

*“The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”*

Whilst it is evident that the further increase in B8 allocation conflicts with the terms of the Section 106 Agreement and the original permission for the development of the Hatfield Business Park, in light of the above, the principle of the B1/B8 use on this section of Plot 5000 is acceptable.

However, in formulating a recommendation for this application, it is necessary to consider the wider impacts of this proposal on the highway network, environment, residential amenity and the economy, in order to assess whether there are any reasons why this proposal would not be

	suitable for this site. These are now discussed in turn below.
<b>Access, car parking and highway considerations</b>	<p><u>Units of Development</u></p> <p>Under the “units of development” approach 1 unit of development is equivalent to a certain level of floor space for each permitted use class on the former Hatfield Aerodrome site, and this is set out in a table for each land use, at schedule 16 of the Section 106 Agreement for planning permission S6/1999/1064/OP.</p> <p>The “units of development” approach was conceived as part of the formulation of the Section 106 Agreement, and is an agreed basis for measuring traffic generation from each of the different use classes on the former Hatfield Aerodrome site. It was designed to enable flexibility between different uses, whilst still retaining overall control of the volume of traffic generated on the site, and enabled triggers to be put in place elsewhere in the Section 106 Agreement, to facilitate the delivery of certain contributions, obligations and infrastructure items necessary to support the re-development.</p> <p>Grant of consent to the 1999 outline application included significant improvements to local highway infrastructure and development of sustainable transport networks and facilities to support the sustainability of the business park, secured by way of a S106 agreement dated 29/12/1999. All contributions (irrespective of actual trigger) due to the County Council as Highway Authority have been received, and expended as appropriate (or continue to be applied as appropriate). The highway network has been improved in agreement with the County Council as deemed necessary to accommodate the flows predicted and accepted within the original consent.</p> <p>Hertfordshire County Council (HCC) were acceptant of the recent application for flexibility within the use classes, noting that the maximum limit of UoDs (and therefore vehicle trips associated with the operation of the park) remained unchanged to the original consent. The proposals therefore resulted in no net change in the maximum likely trips generated by the site.</p> <p>This application is supported by a Transport Statement (TS) and this is considered acceptable.</p> <p>In order to calculate the amount of B1c/B2 floor space remaining on the business park, the applicant has converted the proposed 4,915sqm of B8 floor space into units of development using the table set out in schedule 16 of the Section 106 Agreement. This figure (15 UD) has been deducted from the existing units of development for B1c/B2 uses on the business park (112UD), to give the remaining number of units of development (97UD) for B1c/B2 uses. This figure has then been converted back into square metres using the table set out in schedule 16 of the Section 106 Agreement, to give a figure of 9,700sqm of remaining B1c/B2 floor space once this proposal has been factored in (at present the existing remaining B1c/B2 floor space on the business park is 11,200sqm).</p> <p>The total remaining floor space to be built on the Hatfield Business Park (taking into account this Air Business proposal) is therefore 44,537.sqm – excluding hotel equivalent to 59 units of development. This calculation is considered to be correct and a fair estimation of re-allocating floor space.</p>

HCC in their consultation response are in agreement that the development proposal would not exceed the outstanding quantum of development (and trips) remaining within the overarching consent. Given the acceptance of this level of trips, and that mitigation sought through the outline consent was deemed necessary and sufficient to accommodate the overall development flows, the proposal would have no material impact in highway terms over that already accepted by the Highway Authority.

#### Access

Plot 5000 is already provided with two accesses onto Mosquito Way. The application shall use the westernmost of these accesses, directing into car parking and servicing areas. HCC have already agreed that these accesses shall fall within the limits of the highway boundary through the adoption process (approaching completion). Visibility from the access is accepted as meeting the minimum requirement set forth within MfS, and the access has previously been accepted as laid out appropriate for use by HGVs and therefore appropriate for the use now sought.

Road markings into the site are also appropriately laid out.

#### Layout and Parking

##### *Car Parking*

Parking is provided to the front, and rear (within the service yard) for a total of 100 car parking spaces. Service yard and rear parking is secured through use of a sliding gate however this gate is set back a sufficient from Mosquito Way that its' operation is not expected to delay vehicles from accessing the site and shall ensure Mosquito Way remains unobstructed.

The applicant proposes to provide a total of 93 car parking spaces on the site (including 3 disabled parking spaces) in addition to 10 cycle spaces. The Hatfield Aerodrome SPG sets out the parking standards for the Business Park. The principle behind the parking strategy for the Business Park is to gradually limit parking provision over time with the aim of encouraging a shift to more sustainable modes of transport. Given this, different parking standards are provided for the start and end of the development.

The applicant has applied the end maximum parking provision, which for B8 use is 1 space per 100sqm and for B1 use is one space per 40sqm. This amounts to a total of 93 parking spaces for the development.

In reality, the phased approach to parking provision has not been adopted in practice and as a result it is fair to adopt the standard for average provision across the delivery of the whole development, which for B8 use is one space per 60sqm and B1 use is one space per 35sqm. This amounts to a total of 133 parking spaces for the development (40 car parking spaces short of maximum average car parking provision for development).

There will be approximately 180 members of staff at the proposed building which would serve Air Business' new head office. These 180 members of staff will be transferred from their nearby facility at St Albans. It is understood that Air Business are utilising 70 car parking spaces at their current head office at any one time and the company



does not require any more than 100 parking spaces to serve this development alongside other non-car modes of transport. This is not disputed.

Although there would be a considerable shortfall of car parking provision on site below the maximum average car parking provision for the development, the level of car parking would be in excess of that stipulated by the end maximum parking provision. This development would be on a latter end of development for the whole Hatfield Business Park site.

It is also noted that public on-street parking is extremely restricted in the vicinity of the application site and therefore any effect on on-street parking provision in the area as a result of the development would be negligible.

#### *Bicycle parking*

The Welwyn Hatfield Parking Standards SPG sets out the cycle parking standards for B1 and B8 uses. For B8 use, 1 long term space is required per 10 full time employees. This equals 8 long term cycle spaces. For B1(a) offices, 1 short term space is required per 500sqm of gross floor area. This equals 10 short term cycle spaces.

A two-tier cycle store would be provided and accommodates parking for 20 cycles. This exceeds the level of cycle provision required for a development of this kind.

The Welwyn Hatfield Parking Standards SPG also outlines that shower facilities is also an important consideration, particularly to accompany staff cycle parking and encouraging cycling to work. The proposed building would feature 3 shower facilities which is considered an acceptable number relative to the degree of cycle provision.

#### *HGV parking*

Air Business is the known end occupier of the site with a known delivery schedule which has been provided as part of the planning application detail. Air Business is a low-intensive distribution business with approximately 12 HGV, 15 van and 15 sub 8 tonne lorry movements anticipated per day, which reflects the size of the service area.

It is proposed to provide 3 level access doors, which can also be used for HGV parking where necessary, and is concluded to be appropriate in light of the proposed delivery levels.

#### *Conclusion*

Although the level of car parking provision is short of that stipulated by the average car parking standards for the site, the end parking standard for such a development would be exceeded. Additionally, based on the evidence provided, it is not expected that the level of parking demand would exceed that proposed, nor would the development result in any material effect on on-street parking provision in the vicinity of the site. The development is also located within a sustainable location and would have appropriate provision for non-car modes of transport to and from the site for employees and visitors. On balance, it is considered that the level of car parking provision is acceptable in this particular instance.

<p><b>Design (form, size, scale, siting) and Character (appearance within the streetscene)</b></p>	<p>The NPPF states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning decisions should aim to ensure that developments add to the overall quality of the area; respond to local character and history; reflect the identity of local surroundings and materials; are visually attractive as a result of good architecture and appropriate landscaping. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.</p> <p>Policies D1 and D2 of the Welwyn Hatfield District Plan respectively require high quality design in all new development and for proposals to respect and relate to the character and context of their location. These policies are expanded upon in the Council's Supplementary Design Guidance (SDG). The impact of a development is assessed giving regard to the bulk, scale and design of the proposal and how it harmonises with the existing building and the surrounding area.</p> <p>The character of the area lying to the north of Plot 5000 and west of Mosquito Way is consistent with warehouse and light production buildings which are functional in their nature.</p> <p>The site is bounded to the west/south-west by Howe Dell School. As one of the Eco-Schools, this building comprises a number of sustainable features. The cedar cladding in particular defines its character. Beyond the school to the west, is a residential development comprising two and three storey houses and apartments arranged around areas of public open space.</p> <p>To the south of the site on the other side of Mosquito Way is a series of headquarter offices. In typical contrast to the distribution buildings, these offices comprise large areas of glass, with various rainscreen cladding systems, including stone, terracotta and render. Each of these buildings have flat or low pitched roof and generally have a defined eaves features. Where required, solar shading has been provided to the glazed areas by means of external brises-soleils.</p> <p>The site is also within the setting of the Grade II* Listed hanger to the south-west which is currently occupied by David Lloyd fitness.</p> <p>Externally, the office building would be clad in flat horizontal composite cladding in a muted grey tone. It would be highly glazed and feature brises-soleils which would help to refer to the Affinity Water building opposite.</p> <p>The west and east façades of the warehouse element would also feature flat horizontal composite cladding in graded grey tones, whilst the much less visible north elevation would be clad in vertical corrugated cladding. The general colour palette reflects the neutral range of colours used on adjacent buildings and are considered acceptable. In the event of a grant of planning permission, samples of external materials can be suitably secured through planning condition.</p> <p>The building would be substantial in scale, measuring approx. 98 metres long x 50 metres wide and approx. 15 metres in total height. However, it would not be incongruous or unduly prominent relative to other buildings in its immediate context. Furthermore, its scale would be softened through the presence of existing landscaping and careful</p>
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	use of external materials.
<b>Impact on neighbours</b>	<p>The neighbouring site which may be affected by the proposal is Howe Dell School. All other nearby buildings/sites and residential properties are considered to be sufficiently removed from the application site so as to remain unaffected by the proposal.</p> <p>The grounds of Howe Dell School abuts the western boundary of the application site and a row of deciduous trees within the grounds of school run along this boundary. The proposed building would be set in approx. 10 metres from this boundary and run parallel to a row of industrial buildings to the north associated with the IO Centre.</p> <p>The west façade of the building would face onto the playing field and attenuation pond which forms part of the school. The school building itself would be sited approximately 75 metres from the western façade of the proposed building. As such, the presence of the proposed building would be greatest when pupils of the school are using the playing field and attenuation pond area.</p> <p>Drawing on the height of the adjacent IO buildings which are sited on the same line as the western elevation of the application building, it is considered that the existing tree line along the western boundary would mask approximately half of the 15 metre façade of this building when viewed from the grounds of the school and from a distance. However more of this façade would be visible when such trees are in de-leaf.</p> <p>Howe Dell School was consulted as part of this application did not provide a response. Notwithstanding the concern from the Council's Landscaping Department with regard to visual amenity and objection from the occupier of 168 Dragon Road, officers consider that the set-back distance of the western elevation of the building from the boundary, presence of soft landscaping and light graded tones of the external facing, taken together, results in a building that would not be unduly dominant when viewed from within the grounds of Howe Dell School or immediate vicinity.</p> <p>Furthermore, taking into account the siting of the proposed building relative to Howe Dell School building, it is not considered that there would be any detrimental effect in terms of loss of daylight/sunlight.</p>
<b>Impact on setting of listed building</b>	<p>The site is within the setting of the Grade II* Listed hanger to the south-west which is currently occupied by David Lloyd fitness. The Council's Conservation Officer and Historic England have been consulted as such. Historic England did not wish to make any comment on the application and the Council's Conservation Officer has outlined that the proposed building would not cause substantial harm. This was however on the basis that the height of the proposed building is substantially less than the adjacent Affinity Water building.</p> <p>The proposed building would measure 15 metres in height, whilst the adjacent Affinity Water building measures 16 metres in height (ground level to flat roof of floors) and 20.4 metres in overall height including the plant area on the roof. It is considered that the proposed building would be substantially and materially less in height.</p> <p>As the listed hanger originally stood in relationship to a relatively open airfield and the site is the open nearby remnant of that openness, there is some harm by infilling part of this gap. A business park in the location of the old aerodrome site however has been accepted so it is</p>

	<p>therefore considered that the harm caused in this respect would be less than substantial.</p> <p>Paragraph 134 of the NPP states that <i>“Where a development proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”</i></p> <p>The proposed development would provide much needed investment in the borough and residual expenditure would be created to the benefit of the local economy long term. It is this injection of economic development as well as the further fulfilment of the original masterplan for the site which officers consider would be of public benefit and the weight attributed to this would offset the less than substantial harm caused to the setting of the listed building.</p>
<p><b>Landscaping &amp; ecology</b></p>	<p><i>Landscaping</i></p> <p>The Council’s Landscaping Department have been consulted for this application and consider the proposed planting to be acceptable and that the proposed development would not impact upon existing trees on and adjacent to the site. The protection of existing trees during the course of the construction can be suitably secured through planning condition.</p> <p><i>Ecology</i></p> <p>Revised landscape design statement considered acceptable. Its imposition can be secured through planning condition. The development would maintain and enhance biodiversity on the site.</p>
<p><b>Other Material considerations</b></p>	
<p><b>Environmental Health</b></p>	<p>The Council’s Environmental Health Department have been consulted for this application.</p> <p>A noise assessment supplied by the applicant shows that the proposed plant will be 10dB below the background noise level at the nearest sensitive receptors, as such no further requirements or conditions are required to be put on any equipment to be installed.</p> <p>The site layout and expected operating hours should ensure that activities on site will have a limited impact on sensitive receptors in the area. The Council’s Environmental Health Department have recommended via an informative that all works and ancillary operations which are audible at the site boundary, or at such other place, shall be carried out only between the hours of 8.00am and 6.00pm on Mondays to Fridays, 8.00am and 1.00pm Saturdays and at no time on Sundays and Bank Holidays. The submitted noise impact assessment outlines that the hours of operation of the proposed development are typically 08:00-17:30, with the potential for the warehouse to be operable by a small team of up to 8 staff until midnight. Further information in this respect has been provided by the applicant during the course of the application. This briefly outlines that all activities outside of the typical hours of operation are in relation to equipment maintenance and manual processes, all of which will be carried out within the warehouse. This will be Monday – Friday, with weekend working on exception.</p>

	<p>The hours of operation for the proposed business however are not precisely clear with regard to external and internal processes and timings. Given the nature of the business use (predominately B8 – storage and distribution), the Local Planning Authority need to be satisfied that the development would not have an adverse effect on the nearest sensitive receptors in the area. This is essential given the proximity of residential development to the west of the site. Such details could be secured through planning condition and the Local Planning Authority consider it necessary and reasonable for this to form pre-commencement condition as the acceptability of the hours of operations are imperative for the business use to be viable at this site. The condition shall also be suitably worded to require any other future operators to first submit an operations strategy to the local planning authority and for this operations strategy to be agreed prior to occupation.</p> <p>It is expected that any lighting for the site would be in the area reserved for movement of vehicles and parking. This area shielded by the proposed building away from residential properties, and therefore unlikely to present an issue.</p> <p>A Contamination and Land Quality assessment provided with the application concludes that from an intrusive investigation of the site there should not be any risk to human health or natural ground water. Due to the type of use, the pathway of any potential contamination will be limited by the installation of hard standing and the building itself. The main risk will be to workmen building the proposed development and an unexpected finds condition should ensure that measures are taken should contamination be found. This can be secured through planning condition.</p> <p>The number of movements proposed for the site are unlikely to have a significant impact on the area in terms of air quality (12 HGV, 15 van and 15sub 8 tonne lorry movements per day).</p>
<b>Archaeology</b>	<p>The County Historical Environment Advisor has advised that as the site is within an Area of Archaeological Significance, that the proposed development may impact on historical deposits below ground level. As such, although no objections are raised, suitable conditions will be required seeking the submission and implementation of an Archaeological Written Scheme of Investigation, in line with Policy R29 of the District Plan.</p>
<b>Waste Management</b>	<p>A bin store and screened storage area would be provided to the northern corner of the application site. The siting, design and scale of the bin store is acceptable.</p>
<b>Surface water drainage, flooding and foul sewerage disposal</b>	<p>The Lead Local Flood Authority agree with the proposed surface water drainage scheme. Furthermore, Thames Water have no objection with regard to sewerage infrastructure capacity, however recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities as failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. This can be suitably secured through planning condition.</p>
<b>Planning Obligations</b>	<p>As the proposal involves a variation to the floor space allocations for Class B uses contained in the original Section 106 Agreement for the</p>

	development, a supplemental deed to the original Section 106 Agreement will be required. The consent of both the County Council and St Albans District Council as parties to the original agreement will need to be obtained for this to proceed.
<b>Other material considerations</b>	Hertfordshire County Council (HCC) request a planning obligation toward fire hydrants as set out within HCC's Planning Obligations Toolkit. The provision of fire hydrants can however be suitably secured through planning condition. As such, a S106 legal agreement or unilateral undertaking is on reasonable in this instance.
<b>Conclusion</b>	To conclude, whilst this application represents an increase of B8 floor space over and above that permitted as part of the Section 106 Agreement for planning permission S6/1999/1064/OP, it does relate to land allocated for Class B uses within the Hatfield Business Park. Further to this, it is evident from the discussion above that there are unlikely to be any significant adverse effects of the proposal on the highways network, the environment or on residential amenity. Given this, and the positive impact the application will have on the economy in Hatfield, it is considered that the application represents an appropriate use for this site.

### **Conditions:**

1. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the buildings hereby granted have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented using the approved materials and subsequently, the approved materials shall not be changed.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with the National Planning Policy Framework and Policies D1 and D2 of the Welwyn Hatfield District Plan 2005.

2. During excavation works the developer shall take account of any changes in ground conditions such as colour variations, any odour or liquid/solid substances encountered. If significant visual or olfactory evidence of contamination is discovered during development it shall be fully assessed and an appropriate remediation scheme shall be submitted to the Local Planning Authority for written approval. Before any part of the development hereby permitted is occupied the developer shall provide written confirmation that all works were completed in accordance with the revised remediation scheme.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and others offsite in accordance with Policies R2 and R7 of the Welwyn Hatfield District Plan 2005.

3. No development shall take place until:
  - (i) There has been submitted to and approved in writing by the Local Planning Authority, an operations strategy including details of the internal and external activities proposed at the site, the hours of operation of these activities as well as details of sound insulation and attenuation measures to be undertaken to insulate from noise associated with these activities;

(ii) Upon first occupation, the approved sound insulation and attenuation scheme shall be implemented;

(iii) Following implementation of the scheme, a further report detailing the performance of that scheme shall be submitted within 6 months to the Local Planning Authority following occupation and approved in writing by the Local Planning Authority;

(iv) Should the report submitted under (iii) not be approved, or if the internal and/or external activities at the premises should change, the process from (i) above shall be repeated until a satisfactory level of noise attenuation is achieved. Any further report submitted under this part shall be within 6 months of either the decision of the Local Planning Authority or within 6 months of internal and/or external activities changing.

The development shall not be carried out other than in accordance with the approved scheme.

REASON: To protect the residential amenity of nearby occupiers in accordance with Policies R19 & D1 of the Welwyn Hatfield District Plan 2005.

4. No development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved in writing by the local planning authority. The scheme shall include an assessment of archaeological significance and research questions; and:

- a) The programme and methodology of site investigation and recording;
- b) The programme and methodology of site investigation and recording as required by the evaluation;
- c) The programme for post investigation assessment;
- d) Provision to be made for analysis of the site investigation and recording;
- e) Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- f) Provision to be made for archive deposition of the analysis and records of the site investigation;
- g) Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

The development must not take place other than in accordance with the approved programme of archaeological works set out in the Written Scheme of Investigation

REASON: To ensure adequate opportunity is provided for archaeological research on this historically important site. To enable the inspection of the site by qualified persons for the investigation of archaeological remains in accordance with a written scheme of investigation in accordance with Policy R29 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework. To ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development.

5. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved and the provision made for analysis and publication where appropriate.

REASON: To ensure adequate opportunity is provided for archaeological research on this historically important site. To enable the inspection of the site by qualified persons for the investigation of archaeological remains in accordance with a written scheme of investigation in accordance with Policy R29 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework. To ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development

6. All landscaping hereby approved shall be carried out in the first planting and seeding seasons following the first occupation of the building: and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. All landscape works shall be carried out in accordance with the guidance contained in British Standards 8545: 2014.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policies D2 and D8 of the Welwyn Hatfield District Plan 2005.

7. Prior to the first occupation of the development hereby permitted the proposed on-site car and cycle parking / servicing / loading, unloading / turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use only.

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

8. Prior to first occupation of the development, the cycle parking shall be provided in accordance with the approved details and retained thereafter.

REASON: To ensure that there is adequate provision for secure cycle accommodation within the application site, encouraging alternative modes of transport in accordance with Policies M6 and M14 of the Welwyn Hatfield District Plan 2005

9. Prior to first occupation of the development, the bin store shall be provided in accordance with the approved details and retained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory standard of refuse and recycling provision and to protect the amenity of adjoining and future occupiers in accordance with Policy R5 of the Welwyn Hatfield District Plan 2005.

10. The development hereby approved shall be carried out in accordance with the Flood Risk Assessment & Drainage Strategy carried out by Baynham Meikle Partnership Ltd, dated March 2017. Any departure from this approved document must be submitted to the Local Planning Authority and agreed in writing.

REASON: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants in accordance with the National Planning Policy Framework 2012.



11. The development shall not be brought into use until petrol/oil interceptors and treatment devices such as trapped gullies and catchpit manholes have been fitted in all car parking/washing/repair facilities.

REASON: In the interests of the water environment and to prevent pollution of ground water and silt ingress into the drainage system in accordance with policies R2 and R7 of the Welwyn Hatfield District Plan 2005.

12. Prior to the commencement of development, a scheme for the provision of fire hydrants (served by mains water supply) shall be submitted to and approved in writing by the Local Planning Authority. The development must not be carried out other than in accordance with the approved scheme and the building shall not be occupied until the hydrants serving the building has been provided and are fully operational.

REASON: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire in the interests of public safety in accordance with the National Planning Policy Framework 2012

#### DRAWING NUMBERS

13. The development/works shall not be started and completed other than in accordance with the approved plans and details:

<b>Plan Number</b>	<b>Revision Number</b>	<b>Details</b>	<b>Received Date</b>
6050-087	B	Proposed Site Layout Plan	11 August 2017
6050-086		Block Plan	27 March 2017
1178-101	C	Vegetation Retention and Removal Plan	27 March 2017
1178-201	D	Planting Plan	27 March 2017
6050 - 098		Existing Site Location Plan	7 April 2017
6050 - 088	A	Proposed Building Plan	7 April 2017
6050 - 089	A	Proposed Office ground and first floor plan	7 April 2017
6050 - 090	A	Proposed Office second floor plan	7 April 2017
6050 - 091	A	Proposed Roof plan	7 April 2017
6050 - 104		Proposed Elevations	11 August 2017
6050 - 093	A	Proposed GA Sections	7 April 2017
6050 - 094	A	Proposed Gates	7 April 2017
6050 - 095	B	Proposed Cycle Shelter	11 August 2017
6050 - 096	A	Proposed Storage and Bin Store	7 April 2017
106	B	Proposed Car Parking & Drainage Plan	7 April 2017
EDS 07-0102.01	A	Lighting layout	7 April 2017
6050-103		CATB Office Plans Ground Floor	11 August 2017
1178-301	C	Paving Plan	27 March 2017
17002-KME-SK-E-00-00-E01	3	External Lighting Layout and Levels Plan	27 March 2017
		Landscape Design & Access	5 July 2017

## Statement

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

### 1. POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Council's website or inspected at these offices).

### **Informatives:**

1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water interest etc. Neither does this permission negate or override any private covenants which may affect the land.

### **Determined By:**

Mr C Carter  
3 October 2017