

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

**DELEGATED APPLICATION**

**Application No:** 6/2017/2105/RM  
**Location:** Plot 4100 Gypsy Moth Avenue Hatfield Business Park Hatfield  
**Proposal:** Approval of reserved matters (access, appearance, landscaping, layout and scale) for the erection of three buildings comprising motor retail showrooms, vehicle servicing/workshop facilities, MOT facilities, office use and valeting, together with associated parking and landscaping of the approved outline planning permission 6/2015/2043/OUTLINE, dated 05/07/2016.  
**Officer:** Mr David Elmore

**Recommendation:** Granted

6/2017/2105/RM

<b>Context</b>	
<b>Site and Application description</b>	<p>Plot 4100 has an area of 1.76Ha and comprises a piece of vacant grass land where Mosquito Way and Gypsy Moth Avenue converge.</p> <p>The site forms part of the wider Hatfield Business Park, which is covered by the adopted Hatfield Aerodrome Supplementary Planning Guidance (1999) and masterplan.</p> <p>A variety of companies are located in the business park, operating across B1a/b (business), B1c/B2 (light industrial/general industrial), B8 (storage &amp; distribution) and Sui Generis (SG) Use Classes (including a bus depot, car dealership and Herts Police HQ). There is also a Pharmaceutical Research and Development Facility (Information Centre) operated by Eisai. B8 Use Class forms a major part of the overall business park with the western side of the park operating as a “Logistics Area” incorporating businesses such as Ocado, Yodel and Booker in large warehouses. The other major Use Class is B1a/b. The east of the park has a higher density of businesses located in a range of office developments, of which Trident Place is the largest.</p> <p>The site is bounded to the north-east by the ‘Arla’ Regional Distribution Centre. To the immediate east of the site and on the opposite side of Mosquito way are B1 Offices which serve both Ocado and F&amp;F Clothing ‘Trident Place’. On the opposite side of Gypsy Moth Lane to the west are broadly B8 buildings/uses of varying scale and size. Plot 5000 lies to the immediate south-west of the site and planning permission has recently been approved for a mixed B1/B8 development. Beyond Plot 5000 to the south-west lies the residential development of Salisbury Village.</p> <p>Access to the site is currently afforded via Gypsy Moth Lane. The site is bounded by a scheme of formal landscaping, in character with that found on the remaining Business Park.</p> <p>It is proposed to develop the site for both Sui Generis and B1 use. This</p>

	<p>comprises the erection of three buildings comprising motor retail showrooms, vehicle servicing/workshop facilities, MOT facilities, office use and a valeting building, together with associated parking and landscaping.</p> <p>This application seeks approval of reserved matters following the grant of outline planning permission: 6/2015/2043/OUTLINE for the 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>This application is therefore for the outstanding reserved matters which are as follows:</p> <ul style="list-style-type: none"> <li>- Siting</li> <li>- External appearance</li> <li>- Landscaping</li> <li>- Layout</li> <li>- Scale</li> </ul>
<p><b>Constraints (as defined within WHDP 2005)</b></p>	<p>EMPL - EA6 (Hatfield Business Park)  LCA - Landscape Character Area (De Havilland Plain)  PAR - PARISH (HATFIELD)  Wards - Hatfield Villages  CP - Cycle Path (Cycle Facility / Route) - Distance: 16.97  HAT - Hatfield Aerodrome</p>
<p><b>Relevant planning history</b></p>	<p>Application Number: 6/2017/2625/COND  Decision: Under Consideration  Proposal: Submission of details pursuant to conditions: 5 (details of new roads, accesses, cycleways and footpaths), 6 (Surface water drainage scheme), 7 (site investigation), 9 (Reptile Survey), 12 (details of flood lighting and external lighting) and 13 (details of open storage) on planning permission 6/2015/2043/OUTLINE dated 05/07/16</p> <p>Application Number: 6/2017/2342/FULL  Decision: Granted  Proposal: Erection of a temporary automobile showroom for up to two years with associated access, parking and landscaping.</p> <p>Application Number: 6/2015/2043/OUTLINE  Decision: Granted Decision Date: 05 July 2016  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: S6/1999/1064/OP  Decision: Approval Subject to s106  Decision Date: 29 December 2000  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,</p>

	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 of existing listed hangar; 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		
<b>Consultations</b>			
<b>Neighbour representations</b>	Support: 0	Object: 0	Other: 1
<b>Publicity</b>	Site Notice Display Date: 7 November 2017 Site Notice Expiry Date: 28 November 2017 Press Advert Display Date: 4 October 2017 Press Advert Expiry Date: 18 October 2017		
<b>Summary of neighbour responses</b>	Comment from No. 114 Campion Road outlining that the development should urge test drives/testing away from the immediate area in the interest of safety.		
<b>Consultees and responses</b>	Welwyn Hatfield Borough Council (Public Health and Protection) – No objection  Welwyn Hatfield Borough Council (Landscaping) – Acceptable subject to conditions regarding tree protection, planting details and methods  Hertfordshire County Council (Historic Environment Advisor) – No comment  Hertfordshire County Council (Highways) – No objection subject to condition securing the submitted access, parking, turning, loading/unloading areas being appropriately implemented and retained.		
<b>Relevant Policies</b>			
<input checked="" type="checkbox"/> NPPF <input checked="" type="checkbox"/> D1 <input checked="" type="checkbox"/> D2 <input type="checkbox"/> GBSP1 <input checked="" type="checkbox"/> GBSP2 <input checked="" type="checkbox"/> M14 <input checked="" type="checkbox"/> Supplementary Design Guidance <input checked="" type="checkbox"/> Supplementary Parking Guidance <input checked="" type="checkbox"/> Interim Policy for car parking and garage sizes Others R17, D7, D8, Hatfield Aerodrome SPG			
<b>Main Issues</b>			
<b>Design (form, size, scale, siting) and Character (appearance within the streetscene)</b>	<p>The outline planning permission (6/2015/2043/OUTLINE) enables flexible uses B1(a/b), B1c/B2 and Sui Generis up to the equivalent floor space for the remaining undeveloped 'units of development' (UD) for each use on plots 4100, 5000 and 5600; and, a hotel use up to 59 UD on plot 6000. The remaining undeveloped UD for all use classes is equivalent to 537 UD.</p> <p>The 'units of development' (UD) 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>		

Under the UD approach 1 UD is equivalent to a certain level of floorspace for each permitted use class on the former Hatfield Aerodrome site. 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. It was established within this outline consent that the road network (including improvements now in place) could accommodate the expected level of traffic associated with the land use mix shown on the masterplan.

It is necessary to consider whether the proposal is within the overall quantum of development covered by the outline permission, or whether the proposals would have an impact greater than originally expected and provided for.

It is proposed to develop the site for both Sui Generis and B1 use having a gross external floorspace of 6,598sqm (including valet building) and 671sqm respectively. This comprises the erection of three buildings comprising motor retail showrooms, vehicle servicing/workshop facilities, MOT facilities, office use and a valeting building. The remainder of the site would be taken up customer parking, staff parking, car sales display and vehicle storage.

1 UD is equal to 100sqm gross external floor-space for B1 and Sui Generis Uses. Therefore, the total floor-space proposed is equivalent to 66 Units of Development.

A total of 504 UD remain on the Business Park (including health care/hotel), of which 254 UD remain for B1a/b use and 94 UD for Sui Generis use.

Taking account of the above figures, 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.

The masterplan and SPG contain provision for Classes B1(a/b) and Sui Generis Uses up to a maximum of 96,300sqm and 16,954sqm built floorspace respectively (gross external area).

To date, 25,421sqm of B1(a/b) use and 9,416sqm of Sui-Generis use remains. The current proposal would therefore fall with the area limits and floorspace limits specified in the SPG and original outline permission.

The original outline permission (S6/1999/1064/OP) was subject to a Section 106 Agreement. Section 4.155 of this Agreement outlines that up to 10 acres of land out of the approved 115 acres of employment land may be used for Sui Generis Uses and includes car showrooms or motor repairs provided there would be no nuisance or disturbance to residential areas.

Taking account of the above, the principle of the proposed development is deemed to be acceptable.

#### Siting, appearance, layout and scale

The Government attaches great importance to the design of the built environment. The National Planning Policy Framework (NPPF) notes

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.

Saved Local Plan Policy D1 requires the standard of design in all new development to be of a high quality and Policy D2 requires all new development to respect and relate to the character and context of the area in which it is proposed. The Welwyn Hatfield District Plan Supplementary Design Guidance (SDG) supplements the policies contained in the District Plan. Also relevant to this application is the Hatfield Aerodrome SPG which sets out a series of urban design principles which should be incorporated in developing detailed proposals.

The proposed buildings are of a fairly typical design. The larger Jaguar & Land Rover building is sited in a central position on the plot. To its eastern side is the smaller Aston Martin & McLaren building with the valeting building hidden behind the L-shaped form of the combined main buildings.

The Jaguar and Land Rover building would have a height of 9.4 metres (10.4 metres including external stairwells) with a flat roof and extended parapet. Whilst large in scale, the building would be appropriately set in from its boundaries and thereby ensuring that the building would not appear overly prominent or obstructive in this corner plot. The extended parapet would significantly mask the presence of vehicles of the roof top parking area of this building. The visual impact of the whole development is further reduced in the context 'Arla' building to the immediate east which is materially larger in terms of footprint, scale and height.

The smaller Aston Martin & McLaren building would have a height of 8.2 metres with flat roof. The main elevation of this building would be staggered forward than the larger Jaguar and Land Rover building, however the building line of this development would respect and relate to the siting of built form in the immediate and wider business park.

The valeting building would be enclosed from public view by the two main buildings. Having regard to its scale and location, this building is acceptable.

Overall, the cumulative built form would not appear cramped or overdeveloped relative to the plot size.

In terms of appearance, the showroom and office element of the Jaguar & Land Rover building would be finished in a mixture of grey and silver rainscreen cladding and glazing whilst the servicing/workshop and MOT facility elevations would have a more utilitarian appearance, being faced in a light grey horizontal metal profile sheet cladding. The Aston Martin & McLaren building would be finished in both white and black composite cladding with glazing. The proposed palette of materials would be in keeping with those used in other buildings in its immediate setting and therefore it is considered that the established character and appearance of the area would be respected as a result of this development.

The SPG outlines that the setting and layout of buildings should allow for the creation of appropriate landscaped areas to be created adjacent to the principal road network. The proposed development would not prejudice the ability to create an appropriate landscaping scheme and landscaping matters will be discussed in a separate section of this

	<p>officer report.</p> <p>Taking into account the design of the buildings, their appearance, siting, layout and scale, it is considered that the visual impact of the development would be acceptable and appropriate to its location.</p>
<p><b>Impact on neighbours</b></p>	<p>The application site is separated from residential properties by a significant distance. Such a separation distance would ensure that the proposed development would not have an adverse effect upon the living conditions of neighbouring properties. Furthermore, the Council's Public Health and Protection Department present no objection to the proposal.</p>
<p><b>Access, car parking and highway considerations</b></p>	<p><u>Access and highway considerations</u></p> <p>The highways department at Hertfordshire County Council provided a response to the outline application (6/2015/2043/OUTLINE). As part of this earlier consultation response, and in respect of access to Plot 4100, regard was had to illustrative drawing DR-411-211 Rev 1. This provided two accesses to serve the site, one onto Mosquito Way and another onto Gypsy Moth Avenue. The access onto Gypsy Moth Avenue was constructed at time of providing this earlier response. The access onto Mosquito Way would be a new access.</p> <p>Whilst the highway authority have raised a concern regarding of swept paths of large vehicles and a potential highway safety concern with the access from Mosquito Way, it is acknowledged that such matters would be expected to be dealt with in respect of discharging condition 5 of the outline consent which is currently under consideration by the Local Planning Authority under ref: 6/2017/2625/COND.</p> <p>The site is well located with regard to local bus services, footways and cycleways. Numerous bus services run through the Business Park from surrounding areas. It would be reasonable to require a Green Travel Plan to be prepared for this site, in line with the terms of the "Green Transport Master Plan" approved as part of the outline consent for the re-development of the former Hatfield Aerodrome site, to aid in traffic reduction. The purpose of the Travel Plan will be to encourage a change in travel patterns and reduce reliance on the private car in favour of more sustainable modes of transport.</p> <p>Taking account of the above and subject to a condition ensuring the permanent availability of parking/manoeuvring areas, the highway authority presents no objection to the grant of consent.</p> <p><u>Car parking and cycle provision</u></p> <p>On-site parking standards are set out in the Hatfield Aerodrome SPG, associated S106 Agreement, Supplementary Planning Guidance – Parking Standards 2004 (Parking Standards) and Interim Policy for Car Parking Standards and Garage Sizes 2014 (Interim Policy).</p> <p>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.</p> <p>The proposed development would comprise a mixed Sui Generis and B1 (Business) use having a gross external floor-space of 6,598sqm and 671sqm respectively. On the basis of the information submitted by the applicant, it is estimated that a total of 124 members of staff would be employed.</p>

	<p>Whilst the Hatfield Aerodrome SPG does not specify the maximum parking provision for the Sui Generis uses proposed, the Council's Parking Standards are clear with regard to motor trade related uses. It is stated that showroom car sales should have a maximum provision of 3 spaces per 4 employees plus 1 space per 10 cars displayed. Additionally, workshops should have a maximum provision of 3 spaces per 4 employees plus 3 spaces per bay (for waiting and finished vehicles) in addition to repair bays. It is noted that these maximum standards are now taken as <u>guidance only</u> under the more recent Interim Policy.</p> <p>In terms of B1 (Business), the SPG explicitly states that the average provision is a ratio of 1 space per 35sqm.</p> <p>Taking account of the above, the development should provide the following guideline parking provisions:</p> <p>Car showroom parking – 63 spaces</p> <p>Workshop – 150 spaces</p> <p>Office – 19 spaces</p> <p>Total = 232 spaces (across staff, customer &amp; service parking)</p> <p>The submitted car parking plan would provide 241 spaces (142 for staff, 39 for customers and 60 for service parking). This relatively limited overprovision is acceptable having regard to the more recent Interim Policy. Furthermore, the ratio of parking for customers, staff and servicing are acceptable given the level of staffing proposed. Car parking is also restricted off-site, thereby ensuring that the level of parking would not have an effect in car parking terms on the wider business park.</p> <p>In terms of cycle provision, the Council's Parking Standards request 1 long term space per 10 full time staff for this type of development. The proposed cycle storage area would be located underneath the ramp adjacent to the JLR building and provides 15 spaces, which at a 1 in 10 ratio would exceed these standards and accord with Local Plan Policy M14.</p>
<b>Landscaping</b>	<p>In principle the proposed landscaping scheme is sufficient. A tree protection plan and method statement is required to ensure that retained trees are protection throughout the development. Furthermore, precise details of planting and planting methods would be requirement.</p> <p>All of the above requirements can be suitably secured through planning condition.</p>
<b>Conclusion</b>	
<p>The land use proposed is acceptable within the Hatfield Business Park. It is considered that the visual impact of the development in terms of the design of the buildings their appearance, landscaping, siting, layout and scale, would be acceptable and appropriate to its location. Furthermore, the development would not harm the amenity of neighbouring occupiers and a sensible level of both car and cycle parking would be provided.</p> <p>Subject to the suggested planning conditions, the proposed development is acceptable in planning terms.</p>	

### **Conditions:**

1. No development shall take place until a tree protection plan and method statement has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

REASON: To protect the existing trees and hedgerows in the interest of visual amenity in accordance with Policy D8 of the Welwyn Hatfield District Plan 2005.

2. No development shall take place until full details on a suitably scaled plan of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

The landscaping details to be submitted shall include:

(a) planting plans, including specifications of species, sizes, planting centres, number and percentage mix, and details of seeding or turfing;

(b) planting methods and aftercare including watering.

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policies GBSP2, D2 and D8 of the Welwyn Hatfield District Plan 2005.

3. All agreed landscaping comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the first building, the completion of the development, or in agreed phases whichever is the sooner: 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 GBSP2, D2 and D8 of the Welwyn Hatfield District Plan 2005.

4. The buildings hereby approved must not be occupied until the areas set aside for car parking in drawing number: 3280/030 Revision K have been laid out, surfaced, marked out and made available for use. The spaces allocated for specific users must be retained permanently in accordance with drawing number: 3280/030 Revision K and shall not be used for any other purpose.

REASON: To ensure that the spaces are provide prior to the occupation of the units in the interests of highway safety and the comply with the parking requirements in Local Plan Policy M14, Supplementary Planning Guidance - Parking Standards 2004, Interim Policy for Car Parking Standards and Garage Sizes 2014 and the National Planning Policy Framework 2012.



- The development shall not be bought into use until a Business Travel Plan which meets the targets within the Business Park Master Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

REASON: To promote sustainable transport measures to the site in accordance with the S106 Agreement.

- The materials to be used in the external construction of the buildings hereby approved must be in accordance with those detailed in document titled: '3280 Grange Multibrand Hatfield Planning Materials', submitted and received 24 November 2017.

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.

#### DRAWING NUMBERS

- 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>
3280/030	K	Proposed Site Plan	8 January 2018
3280/005		Existing Site Plan	19 September 2017
3280/010		Existing Site Elevations	19 September 2017
3280/035		Proposed Site Elevations	19 September 2017
3280/040	E	JLR Proposed Ground & First Floor Plans	19 September 2017
3280/041	A	JLR Proposed Roof Plan	19 September 2017
3280/045		JLR Proposed Elevations 1/2	19 September 2017
3280/046		JLR Proposed Elevations 2/2	19 September 2017
3280/050		JLR Proposed Sections	19 September 2017
3280/060		Proposed Aston Martin & McLaren Floor Plans	19 September 2017
3280/065		Proposed Aston Martin & McLaren Elevations	19 September 2017
3280/070		Proposed Aston Martin & McLaren Sections	19 September 2017
3280/080		Proposed Valet Ground Floor Plan & Elevations	19 September 2017
3280/004		Site Location Plan	19 September 2017
2017-0101		Garage Multi Brand Landscape Plan	20 November 2017

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

- 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:**

Mrs Lisa Hughes  
9 January 2018