

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

DELEGATED APPLICATION

Application No: 6/2018/0041/FULL
Location: The Listed Hangar Mosquito Way Hatfield AL10 9AX
Proposal: Extension of staff car parking facilities to provide an additional 27 spaces.
Officer: Mr David Elmore

Recommendation: Granted

6/2018/0041/FULL

Context	
Site and Application description	<p>The application site is located within Hatfield Business Park comprises an existing staff car parking area and a tennis court associated with David Lloyd – a sports, leisure and social facility together with its office headquarters.</p> <p>The wider site comprises the Grade II* Listed Hanger, additional car parking and outdoor sport/recreation facilities. The main building has a total floor area of approximately 13,200sqm and comprises a gym, tennis hall, swimming pool and office use. A significant area of floor-space is occupied by the head office staff of David Lloyd. The whole site of David Lloyd is provided with a total of 325 parking spaces.</p> <p>Residential development is located adjacent to the north, east and southern sides of the site.</p> <p>Planning permission is sought for the extension of the staff car parking facilities to provide an additional 27 spaces. The proposal includes converting outdoor tennis court No. 3 into 24 spaces and an additional 3 spaces within the existing staff parking area. A new chain-link fence would be erected between the new car park and tennis court No. 2. Access to the site will remain as existing.</p>
Constraints (as defined within WHDP 2005)	<p>LBC - LISTED BUILDING Flight Hanger, Offices, Fire Station and - Distance: 30.06 PAR - PARISH (HATFIELD) Wards - Hatfield Villages HAT - Hatfield Aerodrome</p>
Relevant planning history	<p>Application Number: S6/2009/2589/MA Decision: Granted Decision Date: 17 June 2010 Proposal: RELOCATION OF TENNIS COURTS TO LAWN AREA, INSTALLATION OF TENNIS COURT FENCING AND EXTENSION OF CAR PARKING FACILITIES</p> <p>Application Number: S6/2009/1019/FP Decision: Granted Decision Date: 11 August 2009 Proposal: RELOCATION AND RESURFACING OF TENNIS COURTS TO LAWN AREA</p> <p>Application Number: S6/2007/1263/MA Decision: Granted Decision Date: 19 November 2007</p>

<p>Proposal: SINGLE STOREY GLAZED STAFF ROOM EXTENSION TO EAST ELEVATION</p> <p>Application Number: S6/2007/0006/FP Decision: Granted Decision Date: 02 March 2007 Proposal: CHANGE OF USE FROM HOTEL ROOM (CLASS C1) TO OFFICE (CLASS B1)</p> <p>Application Number: S6/2003/1686/FP Decision: Granted Decision Date: 10 February 2004 Proposal: CHANGE OF USE OF THE THIRD FOURTH AND FIFTH FLOORS OF CONTROL TOWER TO TENNIS ACADEMY LODGE ACCOMMODATION</p> <p>Application Number: S6/2002/0098/FP Decision: Granted Decision Date: 12 June 2002 Proposal: ALTERATION TO LISTED FLIGHT HANGER FOR USE AS A MEMBERS CLUB PROVIDING A RANGE OF SPORTS, LEISURE AND SOCIAL FACILITIES TOGETHER WITH ASSOCIATED CAR PARKING AND LANDSCAPING. (RESERVED MATTERS PURSUANT TO OUTLINE PLANNING CONSENT S6/1999/1064/OP)</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, 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</p>			
Consultations			
Neighbour representations	Support: 0	Object: 0	Other: 0
Publicity	Site Notice Display Date: 16 January 2018 Site Notice Expiry Date: 6 February 2018		
Summary of neighbour responses	No representations received		
Consultees and responses	Hertfordshire Highways – No objection Hertfordshire County Council (Historic Environment Advisor) – No objection Welwyn Hatfield Borough Council (Economic Development Team) – Support Hatfield Town Council - No response		
Relevant Policies			
<input checked="" type="checkbox"/> NPPF			

D1 D2 GBSP1 GBSP2 M14
 Supplementary Design Guidance (SDG) Supplementary Parking Guidance (SPG) Interim Policy for car parking and garage sizes (Interim Parking Guidance)
 Others: SD1, R20, CLT1, EMP1, HATAER1, HATAER3, Hatfield Aerodrome Supplementary Planning Guidance 1999 (Hatfield Aerodrome SPG)

Draft Local Plan Proposed Submission 2016 (Emerging Local Plan):

SP1: Delivering Sustainable Development
 SP4: Transport and Travel
 SADM2: Highway Network and Safety
 SADM7: New Community Services and Facilities, and Losses of Community Services and Facilities
 SP8: The Local Economy
 SP9: Place-making and High Quality Design
 SADM11: Amenity and Layout
 SADM12: Parking, Servicing and Refuse
 SADM18: Environmental Pollution

Main Issues

Principle of development

The application site forms part of the wider Hatfield Business Park, which is covered by the adopted Hatfield Aerodrome Supplementary Planning Guidance 1999 and masterplan.

In December 2000, outline permission was granted for the entire aerodrome re-development. Following this, full planning permission and listed building consent were granted in June 2002 for alterations to the hangar to allow its use as a leisure club. A later expansion in the extent of office space within the building has subsequently increased its floor-space significantly above that originally agreed. The wider site is currently in use as a David Lloyd which encompasses not only leisure facilities but also the headquarters of this business.

Principle of additional parking

Parking standards for the Hatfield Aerodrome site are contained within the Hatfield Aerodrome SPG. This documents explains that parking standards need to reflect the requirement to encourage a shift to sustainable modes. To this end, a reduction in the parking standards for both the start and final phase of the development with an overall limit on parking provision has been set (for Classes B1, B2 & B8 only). All other use class, including Sports & Leisure, will remain constant throughout the period of the development. Applying the Aerodrome Parking Standards, the level of parking for the overall site is below the maximum level of provision and would be even with the inclusion of the additional 27 spaces.

It should however be noted that due to the unusual function of the site with both an office and large leisure facility, a direct parking provision in accordance with the Aerodrome SPG would be excessive and not encourage parking restraint.

The parking principles of the Aerodrome SPG are consistent with Policy SP4 of the Emerging Local Plan and NPPF, which place emphasis on promoting the use of sustainable modes of travel.

The overall David Lloyd site has an approved Travel Plan (granted in October 2008), which was a requirement of the Aerodrome S106 Agreement. This Travel Plan set out a number of targets and actions aimed at reducing dependence on the car. The officer's report for a 2009 planning permission at the site for an additional 71 car parking spaces (S6/2009/2589/MA) stated that

it was unclear whether the actions specified in the approved Travel Plan were carried out. This raised concerns by the highway authority that the provision of additional parking without the implementation of the Travel Plan will encourage car use, contrary to the overarching S106 Agreement. Whilst that application was subsequently approved, planning permission was subject to a condition requesting the actions in the Travel Plan being completed to the satisfaction of the local planning authority, prior to commencement of the development. However, this condition was not discharged.

The planning statement submitted for the proposed application states that *"...whilst David Lloyd make a conscious effort to promote sustainable modes of transport, due to the operating hours of the business sustainable transport modes are not always readily available or not considered to be safe during early mornings and late evenings."*

The applicant has failed to present any evidence under the proposed application to prove that the approved Travel Plan for the site has been actioned. It is important that the Travel Plan is seen as a working document. The absence of any evidence means that it remains unclear whether this site actively promotes sustainable transport, in line with the Aerodrome SPG and S106 Agreement. In the event of a grant of planning permission, there must be an emphasis on the operators of site to ensure that the objects of the Travel Plan are realised and not undermined by the provision of additional parking.

The purpose of the additional car parking is to properly manage the existing car parking demand associated with the site and avoid overspill parking. The planning statement explains that the club operates a long working day with staff working unsociable hours resulting in bus services not being convenient for staff on early morning or late evening shifts. Moreover, staff numbers have expanded, particularly as a result of the site's head office function, hence the requirement for additional staff parking. The applicant has evidenced that the total staff numbers has grown from 231 to 357 between 2010 to-date. In light of these factors, it is considered that the proposed additional parking provision would assist in supporting the economic prosperity of this business, in accordance with Policy SP8 of the Emerging Local Plan and the NPPF. The proposal has also been supported by the Council's Economic Development Officer.

Taking account of the above, whilst the cumulative parking provision for the overall David Lloyd site would be below that stipulated by the Aerodrome SPG, it is noted that a direct parking provision in accordance with these standards would not encourage parking restraint. Furthermore, it is unclear whether the actions contained within the approved Travel Plan for the site have been completed, in the interest of encouraging sustainable transport which is a core principle of the Aerodrome SPG. It is considered that the provision of the additional car parking would support the economic prosperity of the business. The NPPF states in paragraph 19, that significant weight should be placed on the need to support economic growth through the planning system. Additionally, the provision of the additional car parking spaces proposed would reduce levels of on-street parking which would give rise to the potential for illegal parking. Subject to a condition securing the actions in the Travel Plan being implemented, it is considered, on balance, that the proposed additional car parking provision would be acceptable in this case.

Loss of tennis court

The proposal includes converting outdoor tennis court No. 3 into 24 spaces and an additional 3 spaces within the existing staff parking area.

	<p>Policy CLT 13 of the saved Local Plan states that planning permission will not be granted for proposals involving the loss of community facilities or the loss of land allocated for such purposes, unless there is no longer a need for them, or there is an acceptable alternative means of meeting the need. This is consistent with Emerging Local Plan Policies SADM7.</p> <p>The submitted planning statement explains that currently all four outdoor courts are not in use for 79% of the total bookable hours, therefore the reduction of courts from four to three will not impact usage and members opportunity to play outdoor tennis. The facility further provides seven indoor tennis courts, providing members sufficient space to train and play.</p> <p>The applicant has clearly demonstrated that there is no longer a current demand for this tennis court and the business would still provide an acceptable level of opportunity to play tennis, in accordance with the above policies.</p>
Quality of design and impact upon character and appearance of the area	<p>The proposed car parking area would be sited in a discreet location from public vantage points and would essentially retain a hard-standing. The proposal would also be read in the context of an existing parking area. As such, although this part of the site would have a different use, it would not have a significantly different appearance.</p> <p>A new chain link fence would be installed to the north-west boundary of the proposed car park in order to enclose tennis court No. 2. This fencing would match the existing fencing bounding this court which is acceptable. Precise details of the proposed fencing have not been provided, however can be suitably secured through a planning condition.</p> <p>Subject to the suggested planning condition, the proposed development would accord with relevant design policies contained within the local plan and NPPF.</p>
Impact on living conditions of adjacent occupiers	<p>Residential development is located adjacent to the north, east and southern sides of the site. Existing soft landscaping lining the boundaries would screen the proposed parking area and soften its appearance.</p> <p>To ensure the car park is appropriately lit, any approval would have to agree details of flood lighting to ensure that there is not a significant overspill towards the adjacent occupiers. As the tennis courts having lighting, appropriate flood light would not result in a significant increase in light pollution. Details of flood lighting can be secured through a planning condition.</p> <p>Subject to the suggested planning condition, the propose development would not harm the living conditions of neighbouring occupiers.</p>
Impact on setting of listed building	<p>Whilst located within the curtilage of the Grade II* Listed Hangar, the application site would be sited to the rear of this building in an area which does not form an important view. The car park would also replace an existing hard-surface in area which is already characterised by parked cars and therefore the appearance of the application site would not be significantly altered. The proposed fencing to fully enclose tennis court number 2 is proposed to match the existing chain-link fencing bounding the tennis courts in this area. When viewed from the surrounding area, this fencing would not conflict or compete with the character and appearance of the main listed building. Accordingly, it is not considered that the proposed development would harm to the setting of this designated heritage asset.</p>
Impact upon surrounding highway network	<p>Hertfordshire Highway have been consulted for this application and do not present an objection to the proposed development from a highways perspective.</p>
Conclusion	

Subject to the suggested planning conditions, the proposed development would accord with relevant local and national planning policies.

Conditions:

1. The development hereby permitted must not be brought into use until an updated 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. The approved Travel Plan shall be implemented before first occupation of development proposal and shall thereafter be maintained in perpetuity. The Travel Plan shall provide for/include the following:
 - a) The contact details of the travel plan co-ordinator for the commercial use;
 - b) The collection and recording of baseline data on travel patterns;
 - c) Finalised details of the mechanism for monitoring the identified targets;
 - d) Finalised details of the means by which the travel plan shall be reviewed and the corrective steps to be employed in the event that identified targets are not met five years post full build out and occupation of the development.

Monitoring shall be carried out in accordance with the approved details and the results of the monitoring must be submitted to the Local Planning Authority within one month of the end of each monitoring period. Where targets are not achieved the travel plan co-ordinator will be notified in writing by the Local Planning Authority and the Travel Plan must then be reviewed and updated and submitted to the Local Planning Authority for approval within one month of receipt of the Local Planning Authority's notification. The Travel Plan must be implemented within one month of the date of the Local Planning Authority's Approval.

REASON: To promote sustainable transport measures to the site in accordance with the Aerodrome S106 Agreement, Policy M3 of the Welwyn Hatfield District Plan 2005, the Hatfield Aerodrome Supplementary Planning Guidance 1999 and the National Planning Policy Framework 2012.

2. Prior to commencement of the development hereby permitted, precise details of external lighting must be submitted to and approved in writing by the Local Planning Authority. Such details must include location, height, type and direction of light sources and intensity of illumination. To minimise light disturbance, development must meet the guideline levels set within the Institution of Lighting Engineers guidance notes for the reduction of obtrusive lighting. Subsequently, any lighting which is installed must not thereafter be altered, other than for routine maintenance which does not change its details/specification.

REASON: To protect the residential amenity of neighbouring occupiers in accordance with Policy R20 and D1 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework 2012.

3. Prior to commencement of the development hereby approved, precise details of the new chain link fencing to tennis court number 2 must be submitted to and approved in writing by the Local Planning Authority. Details shall include: Elevations (to an appropriate scale), material type and colour. The approved fencing must be fully installed prior to the use of the approved development for the parking of vehicles and thereafter retained in accordance with the approved details.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan 2005 and National Planning Policy Framework 2012.

DRAWING NUMBERS

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

Plan Number	Revision Number	Details	Received Date
A-09-000	B	Existing Site Plan	8 January 2018
A-09-001	A	Existing Site Plan (Part)	8 January 2018
A-90-000	B	Proposed Site Plan (Part)	8 January 2018
A-90-001	A	Proposed Car Park Extension	8 January 2018
A-90-002	A	Proposed Car Park Details	8 January 2018
Site Location Plan		Site Location Plan	12 January 2018
A-90-010	A	Proposed Site Plan	8 January 2018

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 Mark Peacock
22 March 2018