

EML Facility Expansion

Planning Statement

Eisai Manufacturing Ltd

August 2022

Quality information

Prepared by	Checked by	Verified by	Approved by
Elena Butterworth Urban Planner	Jonathan Hill Associate Director	Jonathan Hill Associate Director	Melissa Robertshaw Director

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Prepared for:

Eisai Manufacturing Limited

Prepared by:

Elena Butterworth
Urban Planner

AECOM Limited
Aldgate Tower
2 Leman Street
London E1 8FA
United Kingdom
aecom.com

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Table of Contents

1. Introduction	6
Purpose of Document	6
Structure of the Document	6
Documents and Drawings	6
Documents	6
Drawings	7
2. The Site	9
3. The Proposed Development	10
Introduction	10
Need for Development	10
Description of Development	10
Phasing	11
Phase 1	12
Phase 2	13
High Bay Area	13
Warehouse Support Area	13
Laydown Area	13
Phase 3	13
Landscaping	14
Access	15
Car and Cycle Parking	15
4. Planning History	16
5. Relevant Planning Policy Context	17
Statutory Development Plan Policy	17
Welwyn Hatfield District Plan (adopted 2005)	17
Other Material Planning Considerations	21
National Planning Policy Framework (NPPF) (adopted 2012 and revised July 2021)	21
Welwyn Hatfield Borough Council Draft District Plan Proposed Submission (August 2016)	22
Welwyn Hatfield Supplementary Design Guidance (February 2005)	27
Hatfield Heritage Assessment (February 2019)	27
Welwyn Hatfield District Plan SPG Parking Standards (January 2004)	28
6. Pre-Application Engagement	29
7. Planning Considerations	30
Principle of Development	30
Sustainability and Energy	30
Design and Layout	33
Heritage	34
Flood Risk, Drainage and Water Efficiency	36
Transport & Movement	38
Landscape and Trees	41
Amenity	43
Waste and Materials	44
Biodiversity	45
8. Planning Balance	47

Tables

Table 2-1 Drawings submitted with this Planning Application..... 7

1. Introduction

- 1.1 This Planning Statement has been prepared by AECOM on behalf of Eisai Manufacturing Limited (EML) ('the Applicant') for the proposed EML Facility Expansion at Eisai Limited European Knowledge Centre, Mosquito Way, Hatfield, AL10 9SN.
- 1.2 The application is submitted to Welwyn Hatfield Borough Council as the determining local planning authority (LPA) under the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.3 The planning application seeks full planning permission for the following:

'Construction of a 4,012sqm extension to the existing warehouse space (Use Class E) with associated plant and works including the relocation of a bicycle shelter, re-routed internal access road and landscaping.'

Purpose of Document

- 1.4 This Planning Statement sets out:
- The description of development for which approval is sought;
 - The documents and drawings submitted to support this planning application and includes signposts to the relevant sections of the documents where further technical information can be found;
 - The planning history and policy context in which the planning application is submitted;
 - The pre-application discussions with Welwyn Hatfield Borough Council informed the evolution of the Proposed Development;
 - The applicable planning policy within the District Plan for Welwyn Hatfield Borough Council and;
 - Assessment of the Proposed Development against the applicable planning policy.

Structure of the Document

- 1.5 Following the introduction to the Proposed Development provided in Section 1:
- **Section 2** sets out details of the site;
 - **Section 3** sets out the detailed description of the Proposed Development;
 - **Section 4** sets out the planning history;
 - **Section 5** set out the policy context within which this application is submitted;
 - **Section 6** sets out the engagement which has been undertaken in the preparation of the application;
 - **Section 7** provides a thematic response of the Proposed Development against the planning policy context outlined in Section 5; and
 - **Section 8** provides a summary of the Proposed Development and its planning balance;

Documents and Drawings

Documents

- 1.6 The documents submitted in support of this planning application are as follows:
- Planning Application Form

- Covering Letter
- Planning Statement
- Design and Access Statement
- Heritage Statement
- Transport Statement
- Framework Travel Plan
- Construction Logistics and Constraints document
- Flood Risk Assessment
- Drainage Strategy
- Sustainability Statement
- Noise Impact Assessment
- Preliminary Ecological Appraisal
- Arboricultural Impact Assessment

Drawings

1.7 Table 2-1 below sets out the drawings that accompany this planning application.

Table 2-1 Drawings submitted with this Planning Application

Drawing Number	Drawing Title	Scale	Rev	Status
ESL-ACM-XX-ZZ-DR-A-00010	Existing Location Plan	As indicated @ A0	P4	For Information
ESL-ACM-XX-ZZ-DR-A-00011	Existing Site Plan	As indicated @ A0	P4	For Information
60681916-ACM-XX-XX-DR-L-006001	Existing Conditions	1:500 @ A1	PO2	For Information
ESL-ACM-XX-ZZ-DR-A-01100	Existing Ground Floor Plan	As indicated @ A0	P4	For Information
ESL-ACM-XX-ZZ-DR-A-01101	Existing First Floor Plan	As indicated @ A0	P4	For Information
ESL-ACM-XX-ZZ-DR-A-01102	Existing Roof Plan	As indicated @ A0	P4	For Information
ESL-ACM-XX-ZZ-DR-A-03100	Existing Elevations 01	As indicated @ A0	P4	For Information
ESL-ACM-XX-ZZ-DR-A-00310	Proposed Location Plan	As indicated @ A0	P4	For approval
ESL-ACM-XX-ZZ-DR-A-00311	Proposed Site Plan	As indicated @ A0	P5	For approval
ESL-ACM-XX-ZZ-DR-A-01300	Proposed Ground Floor Plan	As indicated @ A0	P4	For approval
ESL-ACM-XX-ZZ-DR-A-01301	Proposed First Floor Plan	As indicated @ A0	P4	For approval
ESL-ACM-XX-ZZ-DR-A-01302	Proposed Roof Plan	As indicated @ A0	P4	For approval
ESL-ACM-XX-ZZ-DR-A-03300	Proposed Elevations 01	As indicated @ A0	P4	For approval
ESL-ACM-XX-ZZ-DR-A-04300	Proposed Typical GA Sections 01	As indicated @ A0	P4	For approval
60681916-ACM-XX-XX-DR-L-006002	Landscape proposal	1:500 @ A1	PO2	For approval

Drawing Number	Drawing Title	Scale	Rev	Status
60681916-ACM-XX-XX-DR-L-006003	Landscape details	1:20 @ A1	PO2	For approval
60681916-ACM-XX-XX-DR-L-006004	Landscape sections	As indicated @ A1	P4	For approval

2. The Site

- 2.1 Eisai Limited European Knowledge Centre is located on the western outskirts of Hatfield, approximately 1.8km west of the historic centre of the town. It is located to the south-east side of Hatfield Business Park¹. The site address is Eisai Europe Ltd., Mosquito Way, Hatfield, Hertfordshire AL10 9SN. The entire Eisai site covers an area of approximately 5.52 hectares (ha) (see blue boundary in Figure 2-1).
- 2.2 The site is a mix of brownfield and greenfield land, currently occupied by commercial buildings, warehouses, car parking and grassed areas. There are four main existing buildings – the HQ building, shared facility building, R & D building, and production facility, warehouse and packaging lines building. A concrete block perimeter site road runs around the existing facilities.
- 2.3 The site is bounded by Mosquito Way and a private road to the north, Hatfield Police Station and Goldsmith Way to the east, Tamblin Way to the south, and Affinity Water to the west. The surrounding area is primarily occupied by roads, commercial buildings and car parking.

Figure 2-1 Existing Site Location Plan



- 2.4 The application site boundary for the Proposed Development is in the southern part of the Eisai site (see red line boundary in Figure 2-1). The area within the site boundary comprises the EML building, a road, car parking, hardstanding and green space and is approximately 1.38 ha. All vehicles use the northern entrance of the site and enter via Mosquito Way. The southern entrance to the site off Tamblin Way is for the use of emergency vehicles only. The site is accessible by car, bus and walking.
- 2.5 The site is near three Grade II listed buildings (British Aerospace Gatehouse, British Aerospace Staff Mess, and British Aerospace Offices) and one Grade II* listed building (former Flight Test Hangar and Offices – now the David Lloyd Gym).

¹ The wider Hatfield Business Park is a mixed-use site which sits on 400 acres of the former Hatfield Aerodrome. The Business Park consists of 3.5 million sq ft of business space, as well as 2,000 homes, 18 retail units, a Health and Racquets Club, a police station and a University Campus

3. The Proposed Development

Introduction

- 3.1 This section sets out the specific details of the Proposed Development applied for within this full planning application.

Need for Development

- 3.2 The proposed development need is twofold; The first is to enable a more efficient warehouse operation by the addition of a dedicated Goods Out loading bay, allowing the existing single Goods In/Goods Out loading bay to be dedicated for Goods In. The second is to facilitate the packaging and storage/distribution of a new commercial product which Eisai has developed. Hatfield has been selected as the location to undertake the packaging and distribution of the product, which requires facilities for both ambient storage, cold storage and operational packaging equipment.

Description of Development

- 3.3 Planning permission is sought for the:

'Construction of a 4,012sqm extension to the existing warehouse space (Use Class E) with associated plant and works including the relocation of a bicycle shelter, re-routed internal access road and landscaping.'

- 3.4 The proposed extension includes the following:

- Proposed extension/relocation to existing canopy of goods in/out area;
- Additional goods in/out area with plant above (390sqm GEA);
- Warehouse supporting area with plant above (296sqm GEA);
- High bay warehouse (1,142sqm GEA);
- Warehouse extension (447sqm GEA); and
- Changing & packaging lines with offices & plant floor above (1,737sqm GEA).

- 3.5 The Proposed Development will extend EML’s manufacturing building south-west towards Tamblin Way and south-east towards Goldsmith Way. Figure 3-1 below shows the proposed site plan.

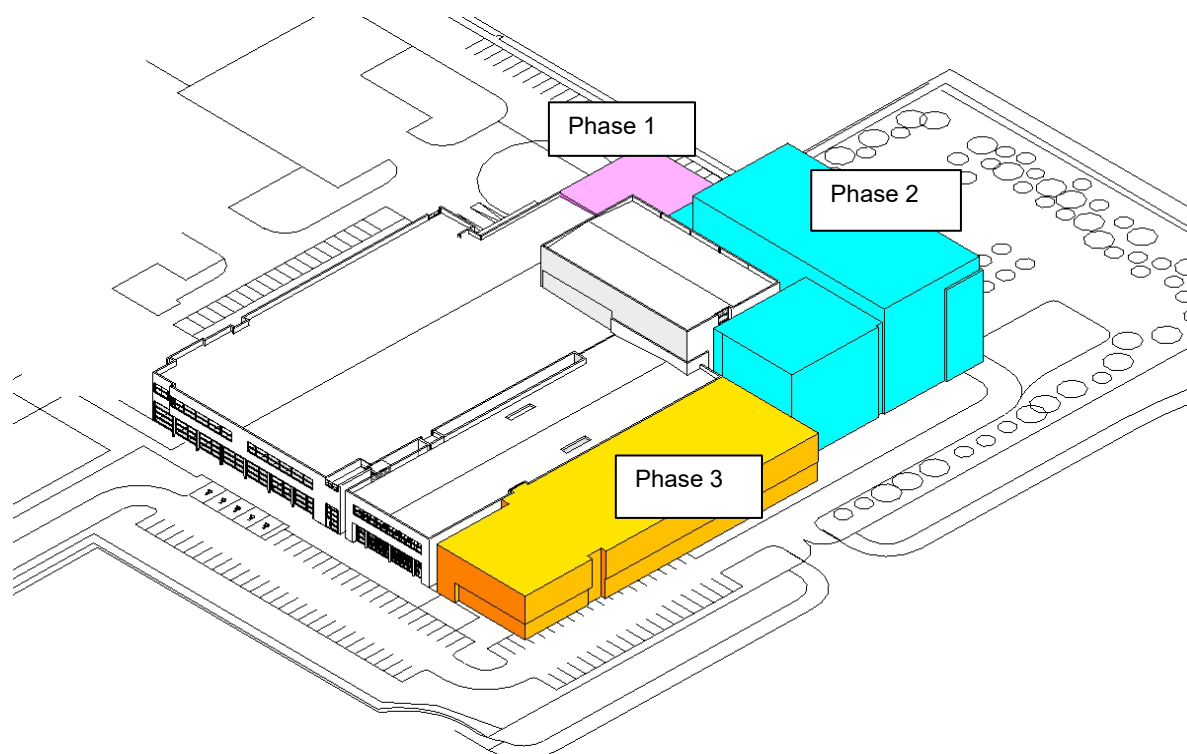
Figure 3-1 Proposed Site Plan



Phasing

- 3.6 The Proposed Development will be undertaken in three phases as set out below (see Figure 3-2). It is intended for each of the three phases to be constructed in parallel. Phase 1 is semi-interdependent from Phases 2 and 3, and may come online earlier, due to the smaller size, scale and immediate need to support the existing site operations.
- Phase 1 - Extension to the existing Goods In/Out area, which includes additional loading/unloading docks, dispatch office, driver’s facilities, pallet storage, ambi-shields assembly and forklift charging areas. A first-floor plant room is required for the ambient/refrigerated automated warehouse;
 - Phase 2 - A new high bay warehouse for automated chilled specialist storage and laydown area;
 - Phase 3 - A further extension to house two packaging lines and support spaces. The first floor will be linked to the existing HPP building and can be utilised for additional office space for supply chain and logistics team members and associated plant areas.

Figure 3-2 Phasing Layout



3.7 The below provides a design summary of each phase.

Phase 1

- 3.8 Phase 1 consists of a new Goods In/Out building which is located adjacent to the existing Goods In/Out and is accessible directly from the existing service yard. Goods In/Out Phase 1 comprises the new ground floor Goods In/Out facility with plant room area above.
- 3.9 The new Goods In/Out area will be approximately 18.6m wide, 21m long and 10m high, giving an enclosed building floor area of 390.6m².
- 3.10 The ground floor consists of three new loading/unloading docks, dispatch office, driver's facilities, pallet storage, ambi-shields assembly and forklift charging areas. Goods doors and lifting platform have been provided in the existing Goods In/Out area for transferring forklifts between both facilities. Where the floor level matches the existing Goods In/Out, a door and a stair have been provided for staff movements which need to be segregated from the forklift route by steel bollards and visually marked on the floor.
- 3.11 The first floor is to house plant room required for the ambient/refrigerated automated warehouse and workshop area. Access to this floor will be by a new staircase and by a new connection to the existing Goods In/Out stairs.
- 3.12 The existing Goods In/Out bay is a steel structural frame, concrete floors, blockwork internal walls and internal lining of external walls. The external envelope is a white render cladding.
- 3.13 The proposed building's construction and appearance will match the existing Goods In/Out building.
- 3.14 A new service yard canopy is proposed above both the existing and new loading docks with a clear height of 5.5m.

Phase 2

- 3.15 Phase 2 consists of three main elements: the New Automated Warehouse, Warehouse Support area (adjacent to Phase 1 and the new high bay), and a new Laydown Area (between the new high bay and new packaging facility).

High Bay Area

- 3.16 The new high bay area will be approximately 23.3m wide, 48.5m long and 22m high, giving an enclosed building floor area of 1,130.05m².
- 3.17 The Automated Warehouse will be unoccupied and unlit. Access into the zone will be controlled and will automatically disable the stacker cranes and conveyors. Access into the zone will be limited to cleaning and maintenance. Lighting will be provided at a low level for safety when accessed by persons.
- 3.18 All zones will be capable of maintaining an internal temperature of 5° ± 3°C. The pallet conveyors are fitted with airlocks with fast action doors to maintain temperature control within the zone.
- 3.19 The proposed building has been offset c.3m from the existing warehouse to allow for sufficient room for the structure installation and construction of the cladding which will require either scaffolding or use of a cherry picker. It will be constructed in an insulated wall panel system, render and terracotta rain screen cladding.
- 3.20 The composite roof panels will have a parapet to follow the architectural principles of the other buildings onsite.

Warehouse Support Area

- 3.21 The Warehouse Support Area will be approximately 11m wide, 26.9m long and 10m high, giving an enclosed building floor area of 295.9m².
- 3.22 The first floor is to house a plant room required for the ambient/refrigerated automated warehouse. Access to this floor will be by a new staircase and by a new connection to the existing Goods In/Out stairs.
- 3.23 The proposed building's construction and appearance will match the existing and new Goods In/Out buildings with the external envelope finished with a white render cladding.

Laydown Area

- 3.24 The Laydown Area will be approximately 19.8m wide, 22.6m long and 18.2m high, giving an enclosed building floor area of 447.48m².
- 3.25 The internal layout for this area is indicative, as the utilisation of the area is yet to be fully defined by the Applicant.
- 3.26 Internal open stairs have been provided to access the proposed photovoltaic panels located on the Packaging Facility roof.
- 3.27 Two new materials airlocks are provided into the Packaging Facility, to ensure the product remains chilled.
- 3.28 The Packaging Facility has been offset c.3m from the existing warehouse to allow for sufficient room for the structure installation and construction of the cladding which will require either scaffolding or use of a cherry picker. It will be constructed in render and glazed screen cladding matching the existing warehouse finishes.

Phase 3

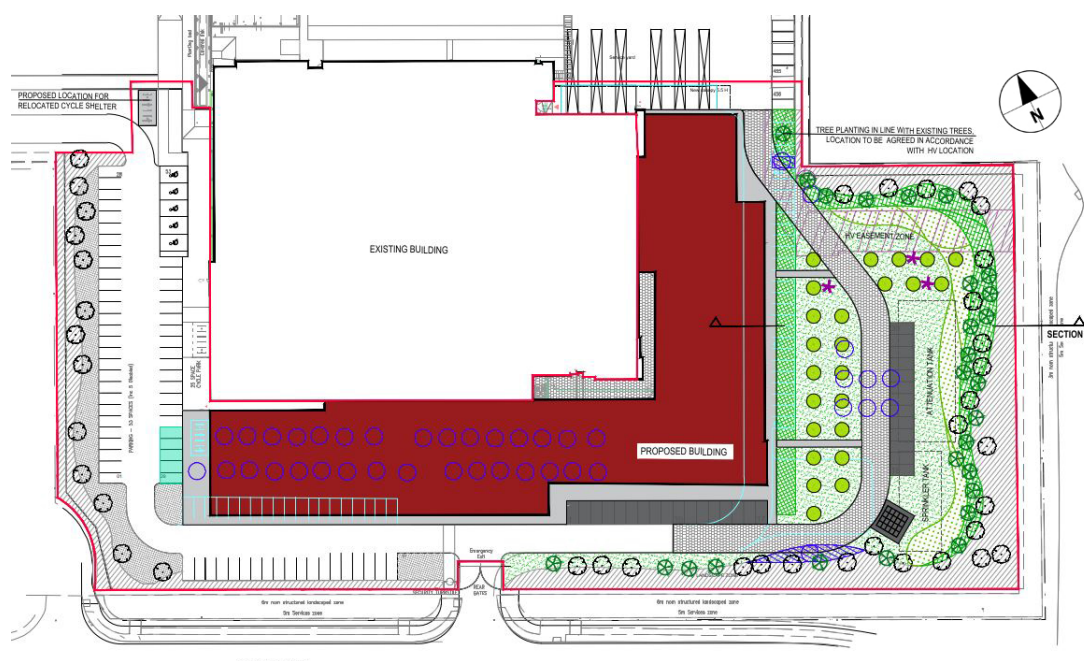
- 3.29 Phase 3 is a Packaging Facility which consists of two packaging lines, staff changing and amenity areas all on the ground floor. Located at first floor is office space including meeting rooms as well as plant rooms.
- 3.30 The Packaging Facility will be approximately 24.2m wide, 71.8m long and 10m high, giving an enclosed building floor area of 1,737.56m².

- 3.31 A new entrance is to be formed between existing High Potency Packaging (HPP) Facility and new Packaging Facility, which leads to the main ground floor space. This zone is to house a new canteen area with associated WCs; new changing facilities for both male and female staff.
- 3.32 The changing facilities work on a progression of steadily getting cleaner from the 'black areas', through the 'grey areas', into the 'white areas' and finally through to the Packaging lines.
- 3.33 Access to the new upper floor accommodation is via an existing staircase in the HPP Facility and a proposed staircase along the south elevation.
- 3.34 The front of the first floor is to house a new open plan office area, with associated meeting rooms and cellular offices, a breakout/kitchenette and a new staircase. The rest of the floor is to accommodate plant areas and a new escape staircase.

Landscaping

- 3.35 The soft landscape design has been based on the existing design and pre-application advice received from Welwyn Hatfield Borough Council.
- 3.36 To reflect the existing design and mitigate the loss of the cherry tree rows, one of the proposed landscape design elements is a double row of new cherry trees, west from the realigned access road and across the eastern green area towards the east boundary tying in with existing trees.
- 3.37 As shown in the landscape layout plan below (Figure 3-3), a visual connection between the existing and proposed landscaped areas has been created through the use of planting along the eastern boundary, which is intended as a continuation of the decorative shrub planting which starts at the car parking spaces along the eastern site boundary and continues across the road along the eastern side of the building next to the new pedestrian access path. The proposed planting species are chosen to tie in with the existing planting to form one continuous visual appearance. Further details regarding the proposed planting species can be found on the Landscape Proposals Plan.

Figure 3-3 Landscape Proposal Plan



- 3.38 Additional shrub planting along the eastern boundary strengthens the visual barrier into the site. High standard tree planting within this shrub area increases the screening capability as requested in the pre-application advice and mitigates against the tree loss due to the building extension. Proposed shrub and tree species are selected to tie in with the existing vegetation as well as to enrich the biodiversity of the site. The addition of fast-growing species will create a mature visual screening as early as possible.

- 3.39 A 2m wide low cut grass area along the road and behind the car parking spaces provides clean access along the road and gives a tidy appearance. The rest of the open green area will be a mix of grass area and moss gardens to enhance the wildlife habitat and biodiversity.
- 3.40 Along the south boundary additional trees will reinforce the direction of the road and increase the screening toward the residential houses.

Access

- 3.41 The main vehicular entrance location for the Proposed Development is the existing access road to the west of Hatfield Police Station. This access road connects the existing warehouse with Mosquito Way. The road continues along the West, South and East of the existing warehouse building. There is an emergency access from Tamblin Way to the South of the site.
- 3.42 The existing concrete block perimeter site road will need to be rerouted to allow the development of the new Automated Warehouse. The new road will be the same width as the existing one; it will diverge 45° from the existing road direction, and then continue towards the southwest at a 27m offset to the east boundary, before re-joining the original road with a 6m offset to the southern boundary fence. It is understood that heavy goods vehicles are less likely to use this section of the road, however, the new road has been designed with 15m internal bend radii for 45° bends, and 10m internal bend radius for the 90° bend. These radii will allow refuse, fire tenders, large articulated vehicles to turn the corner without overrunning the kerb lines. It should be noted that some inside bends on the existing site perimeter road have a 4m internal bend radius.
- 3.43 Cars entering the site diverge to the right, separating the traffic streams at the earliest opportunity. Cars then turn right or left into the car park.
- 3.44 The Goods In/Out building has an access from the existing front service yard next to loading/unloading docks.
- 3.45 Additional access is to be provided on the East side of the building leading to the first floor plant room areas.
- 3.46 A new entrance is to be formed between existing HPP and new packaging building, which leads to the main ground floor space between gridlines Z-PP & 1-4. This zone is to house a new canteen area with associated WC's; new changing facilities for both male and female staff. Access to the new upper floor accommodation is via an existing staircase in HPP building and a proposed new staircase along the south elevation.
- 3.47 Additional fire exits are provided on the West and South facades of the new packaging building and warehouse extension.

Car and Cycle Parking

- 3.48 Due to the expansion of the building, there will be a total of 46no car parking spaces removed. 27no parking spaces are removed by the rerouting of the road to accommodate the new Goods Out and Warehouse, and 19no parking spaces will give way to the new building for the packaging lines.
- 3.49 The proposed layout design, as shown in the landscape layout plan above, will provide a total of 30no new car parking spaces of which 17no spaces will be located in front of the new building at the right-hand side from the entrance, and 13no spaces along the rerouted internal site road.
- 3.50 This makes the total loss of 16no car parking spaces. This loss can be mitigated by the changes to the working practices post-COVID-19 where more people will be working remotely from home.
- 3.51 The proposal is not removing any existing disabled car parking and therefore no additional provision has been made.

As part of the Phase 3 works, the existing 6no cycle stands shelter in the southwest corner of the site will be relocated. The new location is indicated on the landscape proposed layout plan and will match the existing number of cycle stands and spaces.

4. Planning History

4.1 The following planning history is of relevance to the Proposed Development.

Reference	Address	Description of Development	Decision
S6/2006/1210/FP	North Site Project, Mosquito Way, Hatfield Business Park, Hatfield, Hertfordshire, AL 10	Proposed phased development of buildings to provide a total of 14,318 sqm of accommodation for purposes within use Class B1, with associated car parking, access, landscaping and other ancillary buildings. (Application made in conjunction with an application on adjacent land to enable the provision of a B1/B8 headquarters campus development)	Approved (February 2007)
S6/2006/1214/FP	South Site Project, Mosquito Way, Hatfield Business Park, Hatfield, Hertfordshire, AL 10	Proposed phased development of buildings to provide a total of 8,912 sqm of accommodation for purposes within use Class B1 and 2,338 sqm of accommodation for purposes within Class B8, together with associated car parking, access, and landscaping. (Application made in conjunction with an application on adjacent land to enable the provision of a B1/B8 headquarters campus development)	Approved (February 2007)
S6/2013/1232/MA	Eisai Europe Ltd, Mosquito Way, Hatfield Business Park, Hatfield, Hertfordshire, AL 10	Erection of two storey extension to provide 3,000sqm of floor space for offices, laboratories, packaging lines and plant equipment (use class B1)	Approved (September 2013)

5. Relevant Planning Policy Context

- 5.1 This section summarises the relevant planning policy context for the Proposed Development at national, regional, and local levels, and considers the Statutory Development Plan policies against which the Proposed Development should be considered, as well as other material considerations.
- 5.2 The policy context is set out below under the following headings:
- Statutory Development Plan policy
 - Material Planning Considerations
- 5.3 Sections 19(2)(a) and 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires the Council to determine any application in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

Statutory Development Plan Policy

- 5.4 The Town and Country Planning Act 1990 (referred to as 'the act'), the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 5.5 Collectively the three acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 5.6 For this application, the Statutory Development Plan comprises the following:

Welwyn Hatfield District Plan (adopted 2005)²

- 5.7 The District Plan was adopted in 2005 and the saved policies applicable to the Proposed Development are set out below.
- 5.8 **Policy SD1 – Sustainable Development:** Development proposals will be permitted where it can be demonstrated that the principles of sustainable development are satisfied and that they accord with the objectives and policies of this Plan. To assist the Council in determining this, applicants will be expected to submit a statement with their planning application demonstrating how their proposals address the sustainability criteria in the checklist contained in the Supplementary Design Guidance.
- 5.9 **Policy R3 – Energy Efficiency:** The Council will expect all development to:
- Include measures to maximise energy conservation through the design of buildings, site layout and provision of landscaping; and
 - Incorporate the best practical environmental option (BPEO) for energy supply.
- 5.10 **Policy R5 – Waste Management:** The Council will require applications for larger schemes (as defined in paragraph 5.24 of the District Plan) to include details of the measures to be incorporated in the design, construction, operation, occupation and demolition of existing buildings on site to:
- Minimise the amount of waste generated;
 - Re-use or recycle suitable waste materials generated;
 - Minimise the pollution potential of unavoidable waste;
 - Treat and dispose of the remaining waste in an environmentally acceptable manner; and
 - To maximise utilisation of appropriate secondary construction materials, including recycled aggregates.

² Available at <http://welhat.devplan.org.uk/document.aspx>

- 5.11 **Policy R7 – Protection of Ground and Surface Water:** Planning permission will not be granted for development which poses a threat to the quality of both surface and/or groundwater. Where proposals are acceptable the use of sustainable drainage systems will be encouraged, dependent on local site and underlying groundwater considerations.
- 5.12 **Policy R10 – Water Conservation Measures:** New development will be expected to incorporate water conservation measures wherever applicable, including sustainable drainage systems, water storage systems, soft landscaping and permeable surfaces to help reduce surface water run-off.
- 5.13 **Policy R11– Biodiversity and Development:** All new development will be required to demonstrate how it would contribute positively to the biodiversity of the site by;
- The retention and enhancement of the natural features of the site;
 - The promotion of natural areas and wildlife corridors where appropriate as part of the design;
 - The translocation of habitats where necessary, where it can be demonstrated that the habitat or species concerned cannot be successfully accommodated within the development;
 - The use of locally native species in planting in accordance with Policy D8 Landscaping;
 - Helping meet priorities/targets set out in the Local Biodiversity Action Plan.
- 5.14 **Policy R17 – Trees, Woodland and Hedgerows:** The Council will seek the protection and retention of existing trees, hedgerows and woodland by the use of planning conditions, section 106 agreements, hedgerow retention notices and tree preservation orders where applicable. New development will be required to incorporate wherever appropriate new planting with locally native species and should be in accordance with Policy D8 Landscaping.
- 5.15 **Policy R18 – Air Quality:** The Council will have regard to the potential effects of a development on local air quality when determining planning applications. Consideration will be given to both the operational characteristics of the development and to the traffic generated by it.
- 5.16 **Policy R19 – Noise and Vibration Pollution:** Proposals will be refused if the development is likely:
- To generate unacceptable noise or vibration for other land uses; or
 - To be affected by unacceptable noise or vibration from other land uses.

Planning permission will be granted where appropriate conditions may be imposed to ensure either:

- An adequate level of protection against noise or vibration; or
- That the level of noise emitted can be controlled.

Proposals should be in accordance with the Supplementary Design Guidance.

- 5.17 **Policy M1 – Integrating Transport and Land Use:** Through the development process the Council will take every opportunity to integrate different modes of travel. Development proposals, except for those which are necessary in rural areas, will be permitted only in locations with accessibility to pedestrian and cycle routes and passenger transport services, or where this can be created, and where the environment and infrastructure can accommodate the amount and type of transport movement likely to be generated. In considering development proposals, the Council will give priority to walking and more sustainable modes of travel.
- Internal layouts in development schemes must demonstrate priority to non-car users. They must include safe and effective routes for pedestrians and cyclists, with appropriate facilities, as well as catering for people with mobility difficulties and making provision for passenger transport.
- 5.18 **Policy M3 – Green Travel Plans:** All new development at or above the thresholds set out in Hertfordshire Technical Chief Officers Association's (HTCOA) guidance on 'Developing a Green Travel Plan', should be supported by a Green Travel Plan. The implementation of measures included in a Green Travel Plan will be secured through planning conditions, or a Section 106 Agreement. The Council will also work with existing businesses to encourage the adoption and implementation of Green Travel Plans in line with the guidance.

- 5.19 **Policy M5 – Pedestrian Facilities:** Wherever possible and practical the Council will seek improvements in facilities for the safe and convenient movement of pedestrians. The Council will require proposals for new development to give priority to pedestrian access in their layouts through the inclusion of safe and direct routes linking to existing or proposed footpath networks and facilities. Developers may be required to provide or contribute towards off-site pedestrian facilities where this would be necessary to integrate it with surrounding areas. Development which would prejudice convenient and safe pedestrian movement will be refused.

The Council has published a walking strategy for the district, setting out its proposals for improving the pedestrian network and promoting walking and to provide guidance on the priorities for new development.

- 5.20 **Policy M6 – Cycle Routes and Facilities:** The Council will require proposals for new development to encourage cycling through the inclusion of safe cycle routes and parking for cycles, and where appropriate secure waterproof storage and changing and showering facilities for cyclists. New cycle routes should link with existing or proposed cycle paths. Developers may be required to provide or contribute towards off-site facilities and the overall planned cycle network.

The Council has reviewed the Welwyn Hatfield Cycling Strategy, to ensure that it continues to provide an adequate framework to guide investment in the infrastructure necessary to create a comprehensive network of routes and facilities in the district.

- 5.21 **Policy M8 – Powered Two-Wheelers:** The Council supports the use of powered two-wheeled vehicles as a more environmentally friendly mode of transport than the car. It will require that the internal layouts for development schemes are designed to make provision for powered two-wheeled vehicles and their users.

- 5.22 **Policy M14 – Parking Standards for New Development:** The Council will require parking provision for new development to be made in accordance with the standards set out in the Council's supplementary planning guidance on parking. These standards represent the maximum allowable provision, except for cycle parking and car parking for disabled people where the standards represent the minimum allowable.

In urban areas of the district which are accessible by non-car modes, the Council will require parking standards for non-residential development to be reduced below the maximum allowable provision, in line with the methodology set out in the supplementary planning guidance on parking, unless it can be clearly demonstrated that such a limitation to the development would be detrimental to the economic viability of the area. The zones where such reductions will be applied are identified in the supplementary planning guidance.

- 5.23 **Policy D1 – Quality of Design:** The Council will require the standard of design in all new development to be of a high quality. The design of new development should incorporate the design principles and policies in the Plan and the guidance contained in the Supplementary Design Guidance.

- 5.24 **Policy D2 – Character and Context:** The Council will require all new development to respect and relate to the character and context of the area in which it is proposed. Development proposals should as a minimum maintain, and where possible, should enhance or improve the character of the existing area.

- 5.25 **Policy D5 – Design for Movement:** The Council will require all new development to take account of its impact on existing and proposed movement patterns. New development will be required to make provision for pedestrian, cyclist and passenger transport facilities. Parking and traffic management provision must be included in new development.

- 5.26 **Policy D6 – Legibility:** The Council will require all new development to enhance and contribute to the legibility of the development itself and of the area in which it is located.

- 5.27 **Policy D7 – Safety by Design:** The Council requires the design of new development to contribute to safer communities, to help with the reduction of the fear of crime.

- 5.28 **Policy D8 – Landscaping:** All development, other than changes of use of buildings, should include landscaping as an integral part of the overall design. This should reflect the strong tradition of urban landscape design in the district.

Landscaping schemes will require the use of materials which respect the character of the area, the planting of trees, hedgerows and shrubs and details of future maintenance. The retention and

enhancement of existing key landscape features such as trees and shrubs, ponds and watercourses will be expected where feasible; where this is not possible, replacement planting should be carried out.

The design of landscaped areas should be such that maintenance is straightforward.

Tree Preservation Orders or planning conditions may be used to ensure continued future protection of particular trees, groups of trees or woodlands.

5.29 **Policy D9 – Access and Design for People with Disabilities:** All new development should be designed to allow access by the disabled and those who are temporarily disabled through accident or injury. This includes access required to the site and access within the buildings and open spaces on the site. The Council will continue to provide for the movement needs of people with mobility restrictions in existing and proposed public areas and will support the promotion of mobility initiatives wherever possible.

5.30 **Policy D11 – Design Statements:** Applicants will be required to submit a Design Statement with all applications for business, commercial or residential developments.

The Statement should justify how the development meets the design principles, policies and guidance set out in the Plan and the Supplementary Design Guidance.

5.31 **Policy EMP1 – Employment Areas:** EISAI is part of the Hatfield Business Park which is a designated employment area. Hatfield Business Park is 85ha.

5.32 **Policy EMP2 – Acceptable Uses in Employment Areas:** In the designated employment areas, proposals for development within Use Classes B1, B2 and B8 will be permitted, subject to the following criteria:

- The proposal would not, due to the scale of employment generated, have an unacceptable impact on the demand for housing in the travel to work area;
- The proposal would not have an unacceptable impact on the local and/or strategic transport infrastructure;
- The proposal would not harm the amenities of any nearby residential properties;
- The development would provide adequate parking, servicing and access;
- Any retail element of the development would clearly be ancillary to the main business use.
- Proposals for Class B8 development should also be well located in relation to the primary road network.

Proposals for any other uses in the designated employment areas should generally be resisted and will only be permitted where it can be clearly demonstrated that the existing land or premises are no longer required to meet future employment requirements and business and community needs. All such proposals will also be required to satisfy criteria (i) to (v) above and other relevant policies of the Plan relating to the use proposed.

In all cases, the proposed development must comply with the design policies contained in the Plan.

5.33 **Policy EMP13 – Design Criteria for Employment Development:** The Council will expect all proposals for development within Classes B1, B2 and B8 to reach a high standard of design and site layout. The scale, massing and height of the Proposed Development should relate to that of adjoining buildings, the topography of the area, the general pattern of heights in the area and to public views, vistas and any landmarks.

Attention should be paid to the use of detailing and materials as part of the integral design of the building. Landscaping should be part of the fundamental design of the scheme.

Other Material Planning Considerations

National Planning Policy Framework (NPPF) (adopted 2012 and revised July 2021)³

- 5.34 The NPPF was published on 27th March 2012 immediately superseding the majority of the Planning Policy Statements and Planning Policy Guidance that were previously in place. The NPPF has been revised since and the latest version was published in 20th July 2021.
- 5.35 Running through the NPPF is a golden thread, the Presumption in Favour of Sustainable Development, of which there are three dimensions: economic, social and environmental.
- 5.36 The economic role will contribute to a strong, responsive and competitive economy through the provision of land in the right places at the right time, supporting growth and innovation.
- 5.37 The social role seeks to promote strong, vibrant and healthy communities, supplying the necessary housing to meet present and future generations'; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- 5.38 The environmental role to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 5.39 The golden thread runs through both plan-making and decision-taking processes. For decision taking this means:
- Approving development proposals that accord with the development plan without delay; and
 - Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - Specific policies in the NPPF indicated development should be restricted.
- 5.40 Relevant sections / paragraphs of the NPPF are stated below.
- 5.41 **Chapter 2** of the NPPF sets out the core aim of the NPPF which is achieving sustainable development. At the heart of the Framework is a presumption in favour of sustainable development.
- 5.42 **Paragraph 81** states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 5.43 **Paragraph 113** sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan, and supported by a Transport Statement or Transport Assessment.
- 5.44 **Chapter 12** sets out how developments should achieve well-designed places.
- 5.45 **Paragraph 167** states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 5.46 **Paragraph 194 states** that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is

³ Available from https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. conservation of heritage assets can make to sustainable communities including their economic vitality.

Welwyn Hatfield Borough Council Draft District Plan Proposed Submission (August 2016)⁴

- 5.47 The emerging District Plan was submitted for examination in May 2017 and is considered to carry weight in the determination of planning applications. Relevant policies to the Proposed Development from the emerging District Plan are listed below:
- 5.48 **Policy SP1 – Delivering Sustainable Development:** The District Plan seeks to bring about sustainable development in the borough by applying specific principles set out in the policy.
- 5.49 **Policy SADM 2 – Highway Network and Safety:** Development proposals will be permitted provided:
- There would be no unacceptable impacts on the local and /or strategic transport network. Development proposals which generate a significant amount of traffic movements must be accompanied by either a Transport Assessment or Transport Statement as appropriate in accordance with the criteria in the Hertfordshire County Council Highway Design Guidance;
 - There would be no negative impacts on highway safety;
 - They are designed to allow safe and suitable means of access and site operation; and
 - They provide satisfactory and suitable levels of parking.
- 5.50 **Policy SADM 3 – Sustainable Travel for All:** All developments at or above the thresholds set out in Hertfordshire County Council’s Hertfordshire Travel Plan Guidance (see below extract) will be required to submit a Travel Plan as part of a planning application.

Appendix A: Development thresholds requiring Travel Plans

Land Use	Measure	Travel Plan Statement	Full Travel Plan
A1 Food retail	Gross Floor Area	>250<800 sq. m	>800 sq. m
A1 Non-food retail	Gross Floor Area	>800<1500 sq. m	>1500 sq. m
A2 Financial and professional services	Gross Floor Area	>100<2500 sq. m	2500 sq. m
A3 Restaurants and cafés	Gross Floor Area	>300<2500 sq. m	>2500 sq. m
A4 Drinking establishments	Gross Floor Area	>300<600 sq. m	>600 sq. m
A5 Hot-food takeaway	Gross Floor Area	>250<500 sq. m	>500 sq. m
B1 Business	Gross Floor Area	>1500<2500 sq. m	>2500 sq. m
B2 General Industry	Gross Floor Area	>2500<4000 sq. m	>4000 sq. m
B8 Storage or distribution	Gross Floor Area	>3000<5000 sq. m	>5000 sq. m

Development proposals should make provision where appropriate for:

⁴ Available from https://archive.welhat.gov.uk/media/14557/Draft-Local-Plan-Submission-Document-August-2016/pdf/Draft_Local_Plan_Submission_Document_August_2016_opt.pdf?m=636866922998770000

- Cyclists, through safe design and layout of routes integrated into new development and the wider cycle network and provision of secure cycle parking and where appropriate changing facilities.
- Pedestrians (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network.
- Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer walking and cycling opportunities.
- Public transport, through measures that will improve and support public transport and provide new public transport routes.
- Community transport, through the implementation of Travel Plans where appropriate (for example including measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes).
- Servicing and emergency vehicles.
- Facilities for charging plug-in and other ultra-low emission vehicles.

5.51 Policy SADM 10 – Employment Development: Hatfield Business Park is a designated employment area (Ref: EA6).

In the designated employment areas, subject to other policies in this plan, planning permission will be granted where:

- Development (including changes of use) is for the use classes set out in the policy;
- Any retail elements of the development would clearly be ancillary to the main business use.

Proposals that would result in a loss of land from Class B uses to another use or uses whether in a designated employment area or not, will only be permitted where:

- It can be demonstrated through active, extensive and realistic marketing over a period of three years that the land or premises are no longer required to meet future employment land needs and that there is a lack of demand for the land or premises in that location;
- The proposed use is compatible with neighbouring uses and, where applicable, would not prejudice the continued use of neighbouring land for employment; and
- In accordance with Policy SP 8, they provide facilities that are supportive Class B uses.

5.52 Policy SP 8 –The Local Economy: The Council will support economic prosperity, encourage inward investment and the creation of a range jobs by:

- Resisting the loss of land from Class B uses;
- Retaining a stock of good quality employment land and premises;
- Ensuring that provision is made to meet the needs of business sectors that are already well represented in Welwyn Hatfield and those that are looking to invest in the area;
- Maintaining a balance of types of employment so that opportunities are available for people with a range of different skills and levels of skill;
- Ensuring that provision is made for a range of opportunities, in terms of sites and premises, to allow new and emerging sectors to be accommodated; and
- Recognising the important role played by non-Class B land uses (including retail) in providing employment and contributing to the local economy.

New office, industry and warehousing development should be located in the designated employment areas defined on the Policies Map. At designated employment areas, the supply of land for industrial, office and warehousing uses will be protected against changes of use for other purposes.

In the most accessible locations within its suite of designated employment areas, the Council will permit high value employment uses in well-represented and growing sectors of the local economy including life sciences (including pharmaceuticals, medical technology and biotechnology), software and digital, and green industries, retail (back office functions, not shops) and business services.

Across the designated employment areas, a range of types of employment and business and a stock of sites and premises of varying qualities for small and medium sized businesses will be retained in the borough. The Council will encourage the provision of small business units through measures such as premises sharing and the conversion or sub-division of larger buildings to form small units.

5.53 **Policy SP 9 – Place Making and High Quality Design:** Proposals will be required to deliver a high quality design that fosters a positive sense of place by responding to the following principles in an integrated and coherent way:

- Respond to character and context;
- Legible, permeable and well connected;
- High quality public space and landscaping;
- Space for nature;
- Vibrant and diverse;
- Safe and secure; and
- Building function and form.

5.54 **Policy SADM 11 – Amenity and Layout:** All proposals will be required to create and protect a good standard of amenity for building's and external open space in line with the Council's Supplementary Design Guidance.

5.55 **Policy SADM 12 – Parking, Servicing and Refuse:**

Parking:

The type and quantum of vehicle and cycle parking provided within development proposals will be informed by the standards set out in the Council's parking standards taking account of:

- The site's location and accessibility to public transport, services and facilities;
- The nature and degree of parking demand likely to be associated with the development and opportunities for shared parking; and
- The need to promote more sustainable forms of travel within the borough.

The siting, layout and design of vehicle and cycle parking, within development proposals will be required to ensure an attractive and coherent street scene is maintained, not prejudice the wider functionality of public and private space, and create an effective functional link and relationship with the buildings and areas they will serve.

Electric vehicle charging points will be incorporated into parking areas for new neighbourhood centres and the necessary infrastructure provided for major residential schemes.

Servicing and refuse:

Appropriate provision of service areas and refuse storage and collection areas should be made according to the nature of the development. Such areas and access to them should be appropriately sited and designed to ensure they can:

- Perform their role effectively without prejudicing or being prejudiced by other functions and users;
- Maintain an attractive and coherent street scene and protect visual amenity; and
- Avoid creating risk to human health or an environmental nuisance.

5.56 **Policy SP 10 – Sustainable Design and Construction:** Proposals that adopt sustainable design and construction principles, as set out below, within an integrated design solution will be supported. This should be demonstrated via a Sustainable Design Statement and associated plans.

- Minerals and waste;
- Water sensitive design;
- Energy and climate change; and
- Landscape and biodiversity.

5.57 **Policy SADM 13 – Sustainability requirements:** All major development proposals must demonstrate that they have sought to maximise opportunities for renewable and low carbon sources of energy supply where consistent with other District Plan policies.

All non-residential development with a floorspace of 1,000 square metres or more will be required to meet at least BREEAM 'Excellent' unless it is demonstrated that it is not technically feasible or viable to do so, in which case such proposals will be required to demonstrate a 'Very Good' rating.

All newly constructed dwellings will be required to achieve an estimated water consumption of no more than 110 litres/person/day, with water reuse and recycling and rainwater harvesting incorporated wherever feasible to reduce demand on mains water supply.

5.58 **Policy SADM 14 – Flood Risk and Surface Water Management:** Development proposals in areas at risk of flooding from any source should be informed by and be consistent with relevant national planning policy and guidance, local and regional strategies and plans, and the latest flood risk information available.

Flood Risk Assessments will be required in line with national policy and guidance and should be prepared in accordance with the requirements and advice set out in the Council's Strategic Flood Risk Assessment. In addition, proposals that require a site-specific Flood Risk Assessment will be required to:

- Protect and enhance the flood risk management function of existing overland flow routes, watercourses and flood plains/storage areas to ensure there is no net loss of flood storage, flows are not impeded, and opportunities to make space for water are taken.
- Maintain an appropriate development free corridor along watercourses and take opportunities to naturalise watercourses to improve their ecological status, biodiversity and habitat connectivity.

All major development proposals, and all proposals in areas identified as being at risk of surface water flooding, will be required to manage surface water runoff and surface water flood risk via the use of Sustainable Drainage Systems that:

- Have been incorporated into the layout and design of proposals at the earliest stage of proposed development design;
- Are designed in accordance with the national non-statutory technical standards (or their successor) as well as guidance and advice provided by the relevant flood risk management bodies;
- Wherever feasible improve upon peak greenfield runoff rates, particularly in locations identified as experiencing surface water flooding problems, in order to help reduce overall flood risk in the wider area.
- Use management and control measures that aid multi-functionality of space, enhance visual amenity, support biodiversity and allow for safe interaction with the water environment, as opposed to hard engineered and/or sub-surface features which will be resisted;
- Protect water quality by using an appropriate number of treatment stages before discharging to the ground or a surface water body;
- Avoid discharging to a combined sewer particularly in locations where the existing sewer network is identified as having constrained capacity; and

- Enable maintenance of individual measures and the system as a whole to be undertaken in a financially sustainable way and without significant disruption to occupiers and users of development.

Sustainable Drainage Systems that include measures for managing surface water runoff beyond the individual building or plot-level will be required to demonstrate how the long term maintenance of the system will be secured.

All development proposals should seek to incorporate suitable source control measures at the building and plot-level. The loss of permeable surfaces and other features which help reduce and manage surface water flood risk without suitable compensatory provision will be resisted.

5.59 **Policy SADM 15 – Heritage:** Proposals which affect designated heritage assets and the wider historic environment should consider the following:

- The potential to sustain and enhance the heritage asset and historic environment in a manner appropriate to its function and significance.
- Successive small scale changes that lead to a cumulative loss or harm to the significance of the asset or historic environment should be avoided.
- Proposals should respect the character, appearance and setting of the asset and historic environment in terms of design, scale, materials and impact on key views.
- Architectural or historic features which are important to the character and appearance of the asset (including internal features) should be retained unaltered.
- The historic form and structural integrity of the asset are retained; and
- Appropriate recording of the fabric or features that are to be lost or compromised takes place and is deposited into the Historic Environment Record.

A Heritage Statement, Heritage Impact Assessment and/or Archaeological Assessment will be required if the scale and nature of the proposal are likely to have an impact on the significance of all or part of the asset.

Permission for proposals that result in substantial harm to the significance of a designated heritage asset, including Conservation Areas, will be exceptional or wholly exceptional in accordance with national policy and guidance.

Proposals that result in less than substantial harm to the significance of a designated heritage asset will also be refused unless the need for, and benefits of, the development in that location significantly outweigh that harm and the desirability of preserving the asset, and all feasible solutions to avoid and mitigate that harm have been fully implemented.

Proposals that result in harm to the significance of other heritage assets will be resisted unless the need for, and benefits of, the development in that location clearly outweigh that harm, taking account of the asset's significance and importance, and all feasible solutions to avoid and mitigate that harm have been fully implemented.

5.60 **Policy SADM 16 – Ecology and Landscape:** Ecological Assets: Proposals will be expected to maintain, protect and wherever possible enhance biodiversity, the structure and function of ecological networks and the ecological status of water bodies.

Landscape: Proposals will be expected to help conserve and enhance the borough's natural and historic landscape and sit comfortably within the wider landscape setting.

5.61 **Policy SADM 18 – Environmental Pollution:** When considering development proposals, the Council will adopt the approach set out below to ensure that pollution will not have an unacceptable impact on human health, general amenity, critical environmental assets or the wider natural environment. This includes contaminated land, air quality, noise and vibration and light pollution.

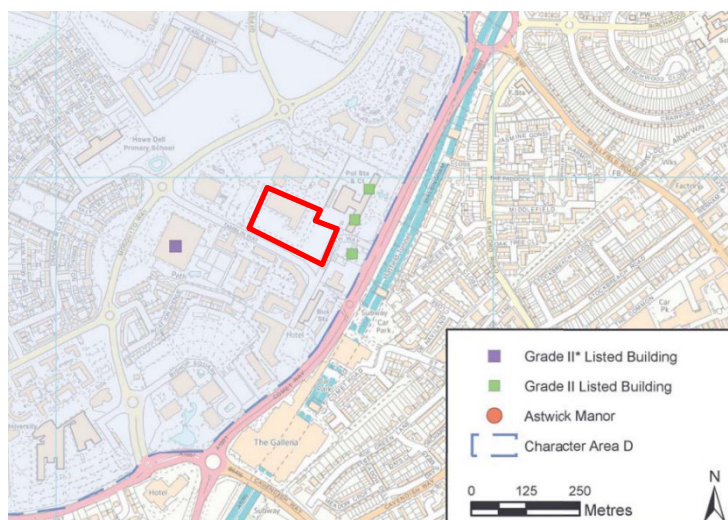
Welwyn Hatfield Supplementary Design Guidance (February 2005)⁵

- 5.62 This Design Guidance has been written to provide guidance on the design and layout of all new development in the borough to supplement the policies contained in the District Plan and should be read in conjunction with the District Plan.
- 5.63 In particular, it provides more detailed guidance on the design issues affecting listed buildings and Conservation Areas, and detailed guidance on implementing the policies relating to energy efficiency contained in Chapter 5 Resources of the Plan; on the principles of design contained in Chapter 7 of the Plan; and also on specific types of design e.g. residential extensions and shopfronts etc. Policy SD1 Sustainable Development in Chapter 3 Sustainable Development, sets out the requirement for applicants to submit a statement showing how the application addresses the sustainability criteria in the checklist.
- 5.64 Policies on the following topics are included in the design guidance:
- Quality of Design;
 - Character and Context;
 - Continuity and Closure;
 - Quality of Public Areas and the Public Realm;
 - Design and Ease of Movement;
 - Legibility;
 - Energy Efficiency;
 - Noise; and
 - Design Statements.

Hatfield Heritage Assessment (February 2019)⁶

- 5.65 Hatfield Business Park is classed as 'Area D' in the Character Assessment (page 20).
- 5.66 The map below (Figure 5-1) shows the listed buildings in close proximity to the Proposed Development. There are three Grade II listed buildings and one Grade II*.

Figure 5-1 Map showing Listed Buildings



⁵ Available from https://archive.welhat.gov.uk/media/1076/Supplementary-Design-Guidance/pdf/Supplementary_Design_Guidance.pdf?m=633930157370000000

⁶ Available from https://archive.welhat.gov.uk/media/14617/Hatfield-Heritage-Assessment/pdf/PS_Hatfield_Heritage_Assessment.pdf?m=636885060968500000

- 5.67 The assessment states that the listed buildings are associated with the previous British Aerospace site, and while the Grade II listed buildings sit within close proximity of each other and contribute to their combined significance, their association with the land has largely been lost due to further development.
- 5.68 Developing in Hatfield Business Park states that development in this area has the potential to be seen in views from Hatfield Park and therefore it is sensitive because of this. New development should consider the impact of intervisibility between the heritage asset and this area, and buildings taller than those existing, or with large mass, form, colour and or materiality, could have an adverse impact on views from Hatfield House and St Etheldreda's Church.
- 5.69 The assessment states that any development should be of good design and should relate to, or be sympathetic to, these heritage assets. Development proposals should consider height and mass in their setting. The area is also sensitive to the paving of front gardens and loss of boundary walls, which currently given the eastern development character.

Welwyn Hatfield District Plan SPG Parking Standards (January 2004)⁷

5.70 Car parking standards of relevance to the Proposed Development are listed below (Figure 5-2).

Figure 5-2 Car Parking Standards

Use class	Description	Maximum car parking standards	Cycle parking standards
A2 Financial & professional services	Banks, building societies, estate agencies, betting shops	1 space per 30 m ² gfa	1 s/t space per 200m ² gfa plus 1 l/t space per 10 f/t staff note: A2 offices should be treated as B1 offices
A3 Food & drink	a) Restaurants/cafes	1 space per 5m ² of floorspace of dining area plus 3 spaces per 4 employees	1 s/t space per 100m ² gfa plus 1 l/t space per 10 maximum staff on site at any one time.
	b) Public houses/bars	1 space per 3m ² of floorspace of bar area plus 3 spaces per 4 employees	
	c) Hot food takeaway shops (excluding fast food drive thru restaurants)	1 space per 3m ² of floorspace of public area plus 3 spaces per 4 employees	
	d) Fast food drive thru restaurants	1 space per 8m ² gfa	
	e) Roadside restaurants	1 space per 4m ² of floorspace of dining area plus 3 spaces per 4 employees	
	f) Transport cafe	1 lorry space per 3.5m ² gfa plus 3 spaces per 4 employees	
B1 Business	a) B1 (a) offices	1 space per 30m ² gfa	1 s/t space per 500m ² gfa plus 1 l/t space per 10 f/t staff
	b) B1 (b) research & development, high-tech/B1 (c) light industry	1 space per 35m ² gfa	
	B2 General industry	General industry 1 space per 50m ² gfa (lorry provision to be checked against benchmark standards)	

Use class	Description of Development	Maximum car parking standards	Cycle parking standards
B8 Storage & distribution	Wholesale distribution, builders merchants, storage	1 space per 75m ² gfa (lorry provision to be checked against benchmark standards)	1 l/t space per 10f/t staff
Business Parks	Mixed B1/B2/B8 (unless heavily orientated to B8) for use where individual land use components are not known	1 space per 40m ² gfa (lorry provision to be checked against benchmark standards)	1 s/t space per 500m ² gfa plus 1 l/t space per 10 f/t staff

⁷ Available from https://archive.welhat.gov.uk/media/1075/Parking-Standards/pdf/Parking_Standards.pdf?m=63393015672000000

6. Pre-Application Engagement

6.1 A pre-application advice request (Reference: 2020/1777/PA) was submitted to Welwyn Hatfield Borough Council on 30th July 2020 to seek feedback on the initial proposals for the proposed Development. and The following information was submitted as part of that pre-application advice request::

- Location Plan
- Site Plan
- 3D Axonometric Views – Extension and Future Extension Plans

6.2 A formal pre-application advice response was issued by the case officer on 7th September 2020 and can be summarised as follows:

- **Heritage** – the impact on the proposed extensions in the yellow zone on the setting of four nearby listed buildings. The case officer stated that *‘the Police Station (former British Aerospace Offices and Staff Mess) and the Gatehouse are of particular concern because of the proposed position of the proposed extensions within close proximity to them. The height and overall massing of the extensions in the yellow zone would make them very dominant additions to the townscape and the setting of these listed buildings’*. The case officer was concerned that the scale of such extensions would dominate the settings of the buildings and visually detract from them, causing harm to their significance. The case officer requested a Heritage Statement to further assess the impact of the proposal on these listed buildings.
- **Car parking** – the case officer noted that having regard to the current level of parking demand and likely employment generation from the proposed total extension, that if the proposal is in accordance with the Hatfield Aerodrome SPG then this would result in significant overprovision of car parking. The case officer expected that proposed extension would likely reduce on-site car parking to 524 spaces, which would result in a slight increase in parking demand but not by a significant level. A Green Travel Plan was recommended to assist in mitigating additional parking demand and promote more sustainable travel modes for employees.

6.3 Following receipt of the first pre-application advice, a Heritage Statement was produced which assessed the impact of the Proposed Development on the heritage assets in close proximity to the site. The Heritage Statement concluded that the three Grade II listed buildings (British Aerospace Gatehouse, British Aerospace Staff Mess, and British Aerospace Offices) and the one Grade II* listed building (former Flight Test Hangar and Offices – now the David Lloyd Gym) will continue to act as a group and the Proposed Development will not diminish their group value or their significance which is borne of their inherent historical and architectural interest rather than their setting. The Heritage Statement recommended that slightly taller planting is provided along the west side of Goldsmith Way in order to allow the Gatehouse to feature more prominently in the view from the junction of Comet Way and Goldsmith Way.

6.4 The Heritage Statement and new 3D Axonometric Views were submitted to the case officer in November 2020 (Reference: 6/2020/3084/PA). A response from the case officer was received in March 2021 with additional comments, as set out below:

- Having read the Heritage Statement, the Council’s Built Heritage Consultant considered that the development would not adversely affect the setting of the listed buildings.
- The case officer requested for any subsequent planning application to provide details on the following: number of staff pre-COVID; car/staff ratio pre-COVID; average number of car parking spaces unused pre-COVID; and number of additional staff as a result of the extensions. The car parking information should build on that helpfully provided under the initial pre-app. A Green Travel Plan will also likely be required. Cycle provision should accord with the Council’s Supplementary Planning Guidance – Parking Standards 2004.
- The subsequent planning application requires a Deed of Variation to the original S106 for the former Aerodrome site (schedule 16 of the Section 106 Agreement for planning permission S6/1999/1064/OP).
- A site specific flood risk assessment is required to support the application.

7. Planning Considerations

- 7.1 This section identifies the key planning considerations and assesses the Proposed Development against the development plan policy and other material considerations. It should be read together with the Design and Access Statement and other supporting technical documentation accompanying this planning application, which provide further details on how the Proposed Development will be delivered and the principles that have influence the design.

Principle of Development

Relevant Development Plan Policies and Material Considerations

- 7.2 The following adopted and emerging Development Plan policies are considered relevant to the consideration of the principle of development:

- Welwyn Hatfield District Plan Policy EMP1
- Welwyn Hatfield District Plan Policy EMP2
- Welwyn Hatfield Draft District Plan Policy SADM 10
- Welwyn Hatfield Draft District Plan Policy SP 8

- 7.3 In addition to the development plan, paragraph 81 of the NPPF states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Assessment of the Proposed Development

- 7.4 The Welwyn Hatfield District Plan allocates the site under Policy EMP1 as part of the Hatfield Business Park. The Proposed Development sits within Hatfield Business Park and planning permission is sought for the 'Construction of a 4,012sqm extension to the existing warehouse space (Use Class E) with associated plant and works including the relocation of a bicycle shelter, re-routed internal access road and landscaping'.

- 7.5 The Proposed Development complies with the adopted and emerging District Plan policies in relation to seeking to foster economic growth in existing employment areas through planned regeneration i.e. updating and improving the quality of the employment stock in the district.

Compliance with the Development Plan and Material Considerations

- 7.6 Based on the above assessment, it is considered that the Proposed Development is in accordance with Development Plan Policies and material considerations in relation to the principle of development when considered as a whole.

Sustainability and Energy

Relevant Development Plan Policies and Material Considerations

- 7.7 The following adopted and emerging Development Plan policies are considered relevant to the consideration of sustainability and energy:

- Welwyn Hatfield District Plan Policy SD1
- Welwyn Hatfield District Plan Policy R3
- Welwyn Hatfield Draft District Plan Policy SP1
- Welwyn Hatfield Draft District Plan Policy SADM13
- Welwyn Hatfield Draft District Plan Policy SP10
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- 7.8 Chapter 2 of the NPPF is considered relevant to the considerations of sustainability. It states that *'the purpose of the planning system is to contribute to the achievement of sustainable development'*. It provides guidance for local planning authorities drawing up local plans and is a material consideration for those determining applications.
- 7.9 The Welwyn Hatfield Supplementary Design Guidance provides more detailed guidance on implementing the policies relating to energy efficiency contained in Chapter 5 'Resources of the Plan' and it contains the Sustainability Checklist, which is to be used to help meet the requirements of District Plan Policy SD1, which states that applicants will be expected to submit a statement with their planning application demonstrating how their proposals address the sustainability criteria in the checklist contained in the Supplementary Design Guidance.
- 7.10 Welwyn Hatfield Sustainability Checklist: Impact and Future Use of the Development – Management of Water Resources and Construction Period – Energy Efficiency is also of relevance.

Assessment of the Proposed Development

Sustainability

- 7.11 District Plan Policy SD1 states that development proposals will be permitted where it can be demonstrated that the principles of sustainable development are satisfied and that they accord with the objectives and policies of this plan. To assist the Council in determining this, applicants will be expected to submit a statement with their planning application demonstrating how their proposals address the sustainability criteria in the checklist contained in the Supplementary Design Guidance.
- 7.12 The Sustainability Statement, submitted as part of this application, demonstrates how the Proposed Development addresses the sustainability criteria in the checklist contained in the Supplementary Design Guidance. The Statement covers the following topics: health and wellbeing, energy, transport, flooding and water, materials and waste, ecology, and pollution. These measures are summarised in individual sub-headings in this section of the Planning Statement (Section 7).
- 7.13 Sustainable development principles have informed the design of the Proposed Development from the outset. The Proposed Development incorporates measures that will contribute to social and economic sustainability, in addition to being environmentally responsible and resource efficient. The Sustainability Statement has assessed the Proposed Development against the standards set out in Hatfield Welwyn's adopted District Plan and Draft District Plan Proposed Submission documents. The key beneficial impacts of the Proposed Development in relation to sustainability can be summarised as follows:
- Targeting a BREEAM New Construction 2018 'Very Good' rating against the 'BREEAM New Construction 2018 – Industrial' scheme. The scope of the assessment is 'Fully fitted'. A pre-assessment has been undertaken to demonstrate that a BREEAM rating of 'Very Good' is considered achievable for the Proposed Development.
 - Provision of a development that is accessible to all, including those with disabilities, and promotes pedestrian and bicycle access.
 - Promotion of active forms of travel to and from the site via the provision of cycle spaces and showering facilities.
 - Delivery of an energy strategy that follows the energy hierarchy.
 - Use of a high standard of fabric and energy efficiency and the incorporation of low and zero carbon technologies in the form of chillers, which use air source heat pump technology, and photovoltaics.
 - Development of a site with good public transport accessibility.
 - Retained provision of existing electric vehicle charging points.
 - Development of a site with a low risk of flooding from all sources and a Proposed Development that will not increase flood risk from the site.
 - Incorporation of SuDS, in the form of permeable paving and a geo-cellular storage tank, as part of the drainage strategy.

- Delivery of a drainage strategy that will not increase surface water runoff from the site, including for a climate change allowance.
- Provision of water efficient sanitaryware, water metering and leak detection as well as reduced irrigation demands.
- Consideration of lean design principles to minimise quantities of materials used and the generation of construction waste.
- Preparation of a Resource Management Plan (RMP) to help track and achieve construction waste targets.
- Undertaking of a pre-demolition audit with the aim of maximising the recovery of material for subsequent high grade or value applications.
- Provision of adequate space for the segregation, storage, movement and collection of waste.
- Preparation of a Sustainable Procurement Plan and the responsible sourcing of construction materials.
- Development on a site that has a low biodiversity value and the identification of opportunities to enhance the biodiversity.
- Identification of measures required to ensure suitable noise levels are achieved both internally and externally.
- Minimisation of light pollution by following industry good practice guidance.

7.14 The sustainability strategy sets out the proposed measures and commitments that have been and will continue to be incorporated into the design process and throughout the construction and operation of the Proposed Development. The objective is to optimise the building's environmental performance and deliver a Proposed Development that can be constructed and operated in a sustainable way.

Energy

7.15 Policy R3 states that the Council will expect all development to: (i) include measures to maximise energy conservation through the design of buildings, site layout and provision of landscaping; and (ii) incorporate the best practical environmental option (BPEO) for energy supply.

7.16 The energy strategy for the Proposed Development has been developed following the energy hierarchy steps detailed below, which aims to minimise energy demand before fulfilling the residual demand using the most sustainable energy sources available:

- Energy efficiency: A high standard of fabric and energy efficiency is being specified to reduce energy demands and CO2 emissions. This approach includes energy efficient building fabric, high levels of air tightness and energy efficient building services.
- Utilise local energy resources: The Proposed Development will include a connection to the existing site's energy centre, which is served by gas fired steam boilers which provide humidification steam and low temperature hot water (LTHW) via plate heat exchangers. This will meet the Proposed Development's space heating demand. Hot water will be provided via local electric point-of-use water heaters.
- Low and zero carbon (LZC) technologies: Chillers, which use air source heat pump technology, will be utilised to provide cooling to the Proposed Development. A roof-level photovoltaic (PV) array is included within the Proposed Development's design.

7.17 Architectural details will be designed to minimise heat loss via thermal bridges. Details will be designed to minimise, breaks in the insulation, areas of reduced insulation or penetrations into the insulation by elements with a higher thermal conductivity.

7.18 Efficient lighting will be included within the Proposed Development, with LED lighting specified throughout all areas, including external areas. Lighting shall be controlled according to the function of the area, with

office areas having manual switching and absence detection to automatically switch off lighting when an area is not in use. Daylight reduction shall be used where daylight is present.

- 7.19 The ventilation strategy for the Proposed Development will be delivered via highly efficient mechanical ventilation systems with heat recovery (MVHR) to provide sufficient background air change rates. During the heating season, the MVHR will reduce space heating demand by recovering heat from the background ventilation exhaust air. The MVHR system will have a summer bypass mode to prevent contributing to cooling loads unnecessarily.
- 7.20 The Eisai European Knowledge Centre site includes an energy centre which serves existing buildings on the site. The energy centre is served by gas fired steam boilers and the Proposed Development's space heating demand will be met via a connection to the site's existing energy centre. The hot water demand will be met by local electric point-of-use water heaters.
- 7.21 In terms of low and zero carbon technologies, the Proposed Development is expected to be cooling led; the cooling demand will be delivered via chillers, which use air source heat pump (ASHP) technology. Heat will be recovered from the chillers to help reduce space heating demand.

Compliance with the Development Plan and Material Considerations

- 7.22 Based on the above assessment, it is considered that the Proposed Development is in accordance with the Development Plan policies and material considerations relating to sustainability and energy.

Design and Layout

Relevant Development Plan Policies and Material Considerations

- 7.23 The following adopted and emerging Development Plan Policies are considered relevant to the consideration of the design and layout:
- Welwyn Hatfield District Plan Policy SD1
 - Welwyn Hatfield District Plan Policy D1
 - Welwyn Hatfield District Plan Policy D2
 - Welwyn Hatfield District Plan Policy D3
 - Welwyn Hatfield District Plan Policy D4
 - Welwyn Hatfield District Plan Policy D5
 - Welwyn Hatfield District Plan Policy D6
 - Welwyn Hatfield District Plan Policy D7
 - Welwyn Hatfield District Plan Policy D11
 - Welwyn Hatfield District Plan Policy R3
 - Welwyn Hatfield District Plan Policy EMP1
 - Welwyn Hatfield District Plan Policy EMP2
 - Welwyn Hatfield District Plan Policy EMP13
 - Welwyn Hatfield Draft District Plan Policy SP1
 - Welwyn Hatfield Draft District Plan Policy SP9
 - Welwyn Hatfield Draft District Plan Policy SP10
 - Welwyn Hatfield Draft District Plan Policy SADM10
 - Welwyn Hatfield Draft District Plan Policy SADM11

- Welwyn Hatfield Draft District Plan Policy SADM13

7.24 In addition to the adopted and emerging Development Plan policies, paragraphs 117, 122, 124, 127 and 128 of the NPPF set out high level principles for design and set guidelines for local authorities when determining planning applications. The Welwyn Hatfield Supplementary Design Guidance also provides guidance on the design and layout of all new development in the district to supplement the policies contained in the District Plan and should be read in conjunction with the District Plan.

Assessment of the Proposed Development

7.25 Policy D1 states that the Council will require the standard of design in all new development to be of a high quality and that the design of the development should incorporate the design principles and policies in the Plan and guidance contained in the Supplementary Design Guidance.

7.26 Furthermore, Policy D2 requires all new development to respect and relate to the character and context of the area in which it is proposed. Therefore, the design and layout of the development has been informed by the wider context (i.e. the townscape and landscape in the wider locality rather than solely neighbouring buildings).

7.27 A Design and Access Statement has been submitted to support the design proposals identified in the plans submitted with this Planning Application. A summary is provided below.

7.28 The design of the Proposed Development has taken into account comments received through pre-application consultation with Welwyn Hatfield Borough Council and the architectural qualities of the existing buildings and surroundings, paying special attention to the four listed buildings within close proximity of the site.

7.29 The massing of the Proposed Development has been broken down through articulation and indentation of the form to create a separation between the proposed extensions so that they do not all read as one block. The final massing of the buildings reflects the proposal submitted at the pre-application planning stage, and the external appearance will be as close to the appearance of the existing buildings as possible. This is in line with Policy D2 as the Proposed Development respects and relates to the character and context of the area. Likewise, all blocks are finished with a parapet with a level top edge, rather than one following the fall of the roof behind, in order to maintain the simple form.

7.30 Furthermore, in line with policy and design guidance, the cladding will be articulated to respond to the architectural language of the existing buildings on site and the appearance will be as close to the appearance of the existing as possible.

7.31 The building and site layout is designed according to the core process functions of the storage facility, which includes delivery of goods to the facility, checking, verification, scanning, sorting, packaging and storage. The process is reversed when items are dispatched.

7.32 The Proposed Development has been designed with regard to the relevant design documents and the context of the wider environment.

Compliance with the Development Plan and Material Considerations

Based on the above assessment, it is considered that the Proposed Development is in accordance with the development plan policies and material considerations relating to design and layout.

Heritage

Relevant Development Plan Policies and Material Considerations

7.33 The following adopted and emerging Development Plan policies are considered relevant to the consideration of heritage:

- Welwyn Hatfield District Plan Policy R25
- Welwyn Hatfield Draft District Plan Policy SADM15

7.34 In addition to the development plan, section 16 of the NPPF deals specifically with the historic environment. Particular paragraphs of relevance include the following: 194 and 199-203.

Assessment of the Proposed Development

- 7.35 Policy R25 states that permission will be refused for any proposal which would adversely affect the historic character or architectural quality of a Listed Building or its setting.
- 7.36 Emerging District Plan Policy SADM15 states that a Heritage Statement is required if the scale and nature of the proposal is likely to have an impact on the significance of all or part of the asset.
- 7.37 A Heritage Statement has been prepared as part of this application following Historic England guidance on the assessment of the setting and significance of heritage assets set out in Good Practice Advice 2 – Managing Significance in Decision-taking (March 2015), Good Practice Advice 3 – The Setting of Heritage Assets (2nd Edition) (December 2017) and Advice Note 12: Statements of Heritage Significance (2019). The assessment of potential harm to heritage assets follows the advice in the Planning Practice Guidance (PPG) which expands on policy outlined in the NPPF. In line with these documents and local planning policy, the Heritage Statement describes the heritage assets which could potentially be impacted by the Proposed Development, the extent to which their setting contributes to that significance and assesses the impact the Proposed Development will have on those assets.
- 7.38 The Statement assesses the Proposed Development’s impact on the four listed buildings identified in Section 2 of this Statement:
- The British Aerospace Offices (grade II, NHLE 1251143) (the Offices);
 - The British Aerospace Staff Mess (grade II, NHLE 1262931) (the Staff Mess);
 - The British Aerospace Gatehouse Immediately South of Staff Mess (grade II, NHLE 1251144) (the Gatehouse); and
 - The Flight Test Hangar, Offices, Fire Station and Control Tower, British Aerospace (grade II*, NHLE 1376561) (the Hangar).
- 7.39 The Offices are best appreciated from in front of the central range, either from the south-east end of the pond in front of the building or from the pavement outside of the former de Havilland grounds. From these locations the building’s architecture can be fully appreciated including the central range and flanking wings together with the pond, which was part of the original development, and the building’s landscaped grounds. From these locations the Staff Mess and Gatehouse are largely obscured for the majority of the year by trees, including a large copper beech tree, within the landscaped grounds to the south-east of the southern end of the office building. The existing Eisai building is not visible from this location and the Proposed Development will not be visible.
- 7.40 Walking south on the roadway in front of the office building the Staff Mess comes into view at a point roughly in line with the southern end of the office building. This is however an oblique view of the Staff Mess and the Gatehouse is not distinct, blending into the similarly designed KFC restaurant behind it to the south. The Staff Mess is probably best appreciated from a point in front of the modern building linking the Offices and Staff Mess. From this location both the managers’ mess and the taller staff mess can be seen although neither entrance is visible, that to the managers’ mess being obscured by the modern link building. The current Eisai building is not visible from this location and the Proposed Development will not be visible.
- 7.41 The existing Eisai building only comes into view once the viewer rounds the southern end of the Staff Mess. There is a good view of the southern (staff mess) entrance to the Staff Mess from the south side of Goldsmith Way. The Proposed Development will be approximately 80m to the west of this point and its presence will not detract from the head-on view of the listed building.
- 7.42 The Gatehouse is best appreciated from Goldsmith Way immediately to the north. From this location the building’s architectural features can be appreciated and an idea can be gained of its internal arrangements. Another good viewpoint is to the south-east where the building’s architectural features, particularly its tiled plinth and elegant, curved windows and canopy are very apparent.
- 7.43 The best view of the ensemble of the three listed buildings, Offices, Staff Mess and Gatehouse is from a point to the south of the entrance to the KFC restaurant. From here the Gatehouse can be seen in the foreground with the Staff Mess behind and the Offices in the background, partially obscured by tree

- planting. The Proposed Development will be visible to the left but will not interfere with the view or detract from an understanding of the three buildings as a group.
- 7.44 A similar view from the rear of the KFC restaurant reveals the southern entrance to the Mess. The Proposed Development will be approximately 130m to the west from this point and its presence will not interfere with the view of the group of listed buildings or appreciation of them.
- 7.45 A view from the west side of Goldsmith Way shows the Staff Mess and Gatehouse together. From this location the Proposed Development will be approximately 70m to the north-west of the viewer and will not detract from an understanding of the two buildings as part of a contemporary group.
- 7.46 There are no views of the Hangar from the vicinity of the listed Offices, Staff Mess and Gatehouse. The Staff Mess continues to be visible for some distance along Goldsmith Way and is also visible from locations on Tamblin Way, notably from the emergency exit to the Eisai campus approximately 120m west of the junction with Goldsmith Way. The Hangar is not visible from this location and only becomes visible approximately 50m further west on Tamblin Way from which point a partial view of the building's north elevation can be had. By the time this point is reached the Mess is screened by a hedge but would be partially visible behind the current Eisai building were the hedge not in place.
- 7.47 There is a good view of the whole of the north elevation of the Hangar from the entrance to the Affinity Water property on Tamblin Way. The Mess is just visible from this point albeit screened by hedging.
- 7.48 Arguably the best views of the Hangar are from the northern end of Tamblin Way from where the east end with its folding, sliding doors can be seen together with the office buildings, fire station and control tower. None of the other listed buildings can be seen from this point. The existing Eisai building is visible from here. Once the north-east corner of the Hangar is rounded the current Eisai building is not in view. There are no further views of the current Eisai buildings in the vicinity of the hangar apart from a glimpsed view along the east elevation which does not include the area of the Proposed Development.
- 7.49 The Heritage Statement has established that the setting of the four listed buildings identified above has undergone great change since the closure of the aerodrome and its subsequent development. The presence of the Proposed Development within the setting of the Office, Staff Mess and Gatehouse from which they are best appreciated has been assessed. It is considered that the assets will continue to act as a group and the Proposed Development will not diminish their group value or their significance which is borne of their inherent historical and architectural interest rather than their setting.
- 7.50 In addition, the Statement has established that although the presence of the Office, Staff Mess and Gatehouse within the setting of the Hangar contributes to the Hangar's significance, the more important part of its setting is the remains of the aerodrome's former runway to the north-west. The presence of the Proposed Development within the landscape will have no impact on this part of the Hangar's setting and will not diminish its significance in any way.
- 7.51 The recommended taller planting (outlined within the second pre-application advice – reference: 6/2020/3084/PA) along the west side of Goldsmith Way will allow the Gatehouse to feature more prominently in the view from the junction of Comet Way and Goldsmith Way.
- 7.52 The Proposed Development respects the character, appearance and setting of the nearby listed buildings in terms of design, scale, materials and impact on key views.

Compliance with the Development Plan and Material Considerations

- 7.53 Based on the above assessment, it is considered that the Proposed Development is in accordance with the Development Plan Policies and material considerations relating to heritage.

Flood Risk, Drainage and Water Efficiency

Relevant Development Plan Policies and Material Considerations

- 7.54 The following adopted and emerging Development Plan Policies are considered relevant to the consideration of flood risk and drainage:
- Welwyn Hatfield District Plan Policy R7

- Welwyn Hatfield District Plan Policy R10
- Welwyn Hatfield Draft District Plan Policy SP 10
- Welwyn Hatfield Draft District Plan Policy SADM 13
- Welwyn Hatfield Draft District Plan Policy SADM 14
- Welwyn Hatfield Draft District Plan Policy SP 11

7.55 Welwyn Hatfield Sustainability Checklist: Impact and Future Use of the Development – Management of Water Resources is also of relevance.

Assessment of the Proposed Development

7.56 A Flood Risk Assessment (FRA) has been submitted with this this planning application which sets out the flood risk from all sources and provides sufficient information to ensure the development can be suitably drained. Where flood risks are present or where they cannot be clearly established, further actions or mitigation are outlined.

7.57 The conclusions of the FRA are detailed below:

- The site is wholly located in Flood Zone 1 and the development is considered 'Less Vulnerable' and therefore is considered compatible in accordance with the NPPF.
- There is a low or very low risk of flooding to the site from all sources.
- There is a low or very low risk of flooding from all sources as a result of the site.
- The site will not increase the risk of flooding off-site.
- The residual flood risks have been identified and mitigation measures are not required.

7.58 A standalone Drainage Strategy has also been submitted with this planning application. The Drainage Strategy confirms that the site is located in a medium risk area for groundwater vulnerability and the ground investigation suggests the infiltration rate is very low or non-calculatable and would need treatment to ensure no contaminants enter the ground. The Drainage Strategy concludes that infiltration is not a viable option for the disposal of surface water runoff for the Proposed Development. Water harvesting has been considered but is deemed not viable due to existing space constraints on the site, and there are no nearby watercourses that the site can readily discharge into.; Therefore, the drainage strategy proposes discharging surface water into the existing Thames Water surface water sewer.

7.59 The proposed SuDS for the site, which have been identified in accordance with the CIRIA SuDS Manual 2015, are as follows:

- Part of the proposed road will be permeable paving with a barrier so contaminants will not infiltrate into the ground. The proposed area of permeable paving will be approximately 458 m², 0.45 metres deep and have a 30% void ratio, therefore giving an approximate storage volume of 75 m³ within the permeable paving. The runoff from the proposed road extension will be treated by the permeable paving.
- A proposed geo-cellular storage tank will be used to attenuate surface water runoff, including the water that infiltrates into, and is treated by, the permeable paving. The water entering the geo-cellular storage tank will have passed through an oil interceptor, providing adequate treatment.

7.60 The water quality of the Proposed Development has been assessed using the Simple Index Approach, from CIRIA C753 SuDS Manual. Using the Simple Index Approach, it is deemed that the proposed SuDS will provide sufficient water treatment for the discharge into the existing private network on-site and then into the Thames Water public sewer.

7.61 The existing surface water drainage on the site contains two networks, one to the north discharging into the private sewer by the roundabout and one to south discharging into the Thames Water surface water sewer along Tamblin Way. The Proposed Development falls entirely within the south catchment.

- 7.62 The greenfield runoff rates have been calculated for the south catchment area, and based on this, the greenfield runoff rate for the proposed impermeable area has been prorated. For the proposed additional hardstanding on the site, the greenfield runoff rate for a 1-year return period is approximately 0.84 l/s, however this value has been increased to a final proposed discharge rate of 2 l/s as any lower rate is at risk of blockage.
- 7.63 Based on the PPG it is recommended that potential effects of Climate Change should be considered realistically for the lifetime of a Proposed Development and that “...*developers, the local planning authority and Environment Agency should discuss and agree what allowances are acceptable*”. Environment Agency (EA) guidance covers allowances for climate change to be considered when assessing flood risk for a development. Climate change allowances include predictions of anticipated change for peak river flow and peak rainfall intensity.
- 7.64 An allowance of a 40% increase in rainfall intensity has been used, based on EA climate change allowance guidance. The proposed SuDS for the site have been designed to attenuate surface water runoff for the proposed site, up to 1 in 100 year plus 40 per cent climate change allowance, reducing the flood risk from the development to the surrounding areas. It is expected that the drainage strategy will not increase surface water runoff from the site. With regard to water efficiency, the Proposed Development will minimise potable water consumption. This will be achieved through the specification of water-efficient sanitary fittings, such as low-flow WCs and taps, in accordance with the water efficiency requirements of the Building Regulations Approved Document Part G.
- 7.65 The sanitaryware specification for the Proposed Development is yet to be finalised, however, to align with the BREEAM Wat 01 target, it is likely that the following specification will be met:
- Dual flush WC – 6/3 litre flush volume;
 - Wash hand basin taps – 5 litres/min;
 - Showers – 6 litres/min.
- 7.66 The Proposed Development will be fitted with water meters to allow for the monitoring and management of water use, with the aim of reducing water consumption. Water metering will be included to align with BREEAM Wat 02 requirements. The Proposed Development will also target BREEAM Wat 03 and Wat 04 credits; these credits aim to reduce potable water consumption through the installation of water leak detection equipment and the identification of systems or processes to reduce water consumed by irrigation and other water uses that are not captured under the Wat 01 BREEAM credit.
- 7.67 The external landscape planting will be selected so watering will not be required beyond the establishing period, with exception to particularly dry periods when manual watering may be undertaken. No irrigation systems will be installed on-site.

Compliance with the Development Plan and Material Considerations

- 7.68 Based on the above assessment, it is considered that the Proposed Development is in accordance with the adopted and emerging Development Plan policies and material considerations relating to flood risk and drainage.

Transport & Movement

Relevant Development Plan Policies and Material Considerations

- 7.69 The following adopted and emerging Development Plan Policies are considered relevant to the consideration of transport:
- Welwyn Hatfield District Plan Policy D9
 - Welwyn Hatfield District Plan Policy M1
 - Welwyn Hatfield District Plan Policy M3
 - Welwyn Hatfield District Plan Policy M5
 - Welwyn Hatfield District Plan Policy M6

- Welwyn Hatfield District Plan Policy M8
- Welwyn Hatfield District Plan Policy M14
- Welwyn Hatfield Draft District Plan Policy SP 1
- Welwyn Hatfield Draft District Plan Policy SP 9
- Welwyn Hatfield Draft District Plan Policy SADM 2
- Welwyn Hatfield Draft District Plan Policy SADM 3
- Welwyn Hatfield Draft District Plan Policy SADM 12
- Welwyn Hatfield Draft District Plan Policy SADM 18

7.70 Welwyn Hatfield Sustainability Checklist: Impact and Future Use of the Development – Accessibility is also of relevance, along with chapter 9 of the NPPF.

Assessment of the Proposed Development

- 7.71 Policy M1 states that development proposals will be permitted only in locations with accessibility to pedestrian and cycle routes and passenger transport services, and where the environment and infrastructure can accommodate the amount and type of transport movement likely to be generated.
- 7.72 Policy M2 requires developers of major new traffic generating developments to submit a transport assessment with the planning application. Similarly, M3 requires all new development at or above the thresholds set out in HTCOA's guidance on 'Developing a Green Travel Plan' to be supported by a Green Travel Plan.
- 7.73 Policy M6 states that the Council will require proposals for new development to encourage cycling through the inclusion of safe cycle routes and parking for cycles, and where appropriate secure waterproof storage and changing and showering facilities for cyclists.
- 7.74 Policy M14 states that the Council will require parking provision for new development to be made in accordance with the standards set out in the Council's supplementary planning guidance on parking.
- 7.75 This Full Planning Application is accompanied by a Transport Statement (TS) and a Framework Travel Plan (TP).
- 7.76 The TS states that based on the location of the existing development, it can be concluded that the proposed expansion is well-connected with respect to availability of linkages to the site. The collision data showed that there are no underlying highway design and / or safety issues on the surrounding network.
- 7.77 Moreover, the TS indicates that the site is situated within a highly accessible location. Frequent bus connections can be made from the bus stops located to the west of the site within Hatfield Business Park to a number of key destinations including Welwyn Garden City, Hitchin and Watford. Pedestrian and cyclist provision surrounding the site is of a high standard; providing accessibility to the surrounding public transport interchanges, local facilities and neighbouring residential areas.
- 7.78 Overall, the TS outlines that based on the scale of the proposed extension and the likely worse case number of additional trips associated with it, the impact on the local highway network is likely to be negligible. On this basis, no further junction capacity assessment is required.
- 7.79 The aim of the Framework Travel Plan is to put forward a strategy comprising a set of mechanisms, targets and initiatives and seeks to promote more sustainable ways of transport to the site which are safe, reliable and environmentally-friendly (in accordance with Hertfordshire County Council and Welwyn Hatfield District Council requirements for Travel Planning).
- 7.80 The Framework Travel Plan sets out measures to meet travel targets:
- Encouragement of walking / cycling
 - Encouragement of public transport use

- Car sharing
- Personalised travel planning
- Information provision to staff
- Remote working & reducing travel need

Accessibility

- 7.81 Careful consideration has been given to planning policies regarding accessibility in the District Plan and emerging District Plan.
- 7.82 The Proposed Development will be designed to be inclusive and easily accessible for all users, including for wheelchair users. The development will comply with Part M of the Building Regulations to ensure disabled people are able to access the site and the Proposed Development.
- 7.83 The Proposed Development is easily accessed by pedestrians and cyclists via a number of cycle and pedestrian friendly routes. Access to public transport is good; the site is served by two bus stops that are located within close proximity of the site, on either side of Mosquito Way, directly to the west of the site boundary. Hatfield Rail Station lies at the eastern periphery of the 2km walking catchment for the site. Good pedestrian and cycle routes are provided between the public transport nodes around the site and the Proposed Development.

Car and Cycle Parking

- 7.84 In terms of car parking, there are currently 518 car parking spaces (the extant planning permissions were granted 618 parking spaces, leaving 100 spaces for future requirements) for the existing 650 staff and visitors (Reference: S6/2006/1210/FP & S6/2006/1214/FP). Due to hybrid working, the current number of staff on site on any given day is estimated at 400.
- 7.85 The Proposed Development will result in the loss of 46 existing car parking spaces that currently serve the site, and will reprovide 30 car parking spaces (a net loss of 16 car parking spaces). A survey has been undertaken by EISAI of current staff parking numbers per day over a year and based on this, it is deemed that the overall loss of car parking spaces on the existing provision can be mitigated by the changes to working practices post-COVID-19, which has resulted in an increase in remote working. However, should it be necessary to make up for the remaining loss of spaces, there is potential to do so near the existing car park in the north-west part of the site.
- 7.86 The existing site provides 18 blue badge car parking spaces, which will serve both the existing site and the Proposed Development. This aligns with Welwyn Hatfield's Supplementary Planning Guidance – Parking Standards, 2004 when accounting for both existing site users and users from the Proposed Development. The proposal is not removing any existing disabled car parking and therefore no additional provision has been made. Should additional disabled spaces be required, there is scope to locate them close to building entry points.
- 7.87 There are currently 24 electric vehicle charging points on site which will serve both the existing facilities on site and the Proposed Development.
- 7.88 The Proposed Development will provide cycle parking in line with Welwyn Hatfield's Supplementary Planning Guidance – Parking Standards, 2004.
- 7.89 As part of the Proposed Development works, the existing cycle shelter in the southwest corner of the site will be relocated. The new location is indicated on the landscape proposed layout plan. There are currently parking facilities for up to 74 cycles on site. No additional cycle parking is proposed as part of the Proposed Development.
- 7.90 The Framework Travel Plan for the Proposed Development includes a number of measures aimed at facilitating successful travel mode changes. These include the following measures that aim to encourage travel to and from the site via bicycle:
- Provision of shower, changing, storage and drying facilities;
 - Provision of secure and undercover storage for bicycles;

- Raising awareness of the Bike Buddy scheme to encourage inexperienced cyclists to gain experience and confidence with experienced cyclists;
- Provision of puncture repair kits free of charge to staff who cycle;
- Provision of tax advantages and interest free loans for cycles and equipment;
- Making cycle maps available to all staff;
- Investigation into bike security tagging scheme;
- Consideration of the provision of pool bikes to enable staff to cycle off-site at lunch time / throughout the working day; and
- Offering a free ride home for those cycling to work in case of emergency.

Compliance with the Development Plan and Material Considerations

7.91 Based on the above assessment and the conclusions recorded in the TA, it is considered that the Proposed Development, with associated mitigation, is in accordance with Development Plan Policies as a whole and material considerations relating to transport, specifically, paragraph 113 of the NPPF.

Landscape and Trees

Relevant Development Plan Policies and Material Considerations

7.92 The following adopted and emerging Development Plan policies are considered relevant to the consideration of landscape and trees:

- Welwyn Hatfield District Plan Policy R17
- Welwyn Hatfield District Plan Policy D8
- Welwyn Hatfield District Plan Policy EMP2
- Welwyn Hatfield Draft District Plan Policy SP1
- Welwyn Hatfield Draft District Plan Policy SADM 10
- Welwyn Hatfield Draft District Plan Policy SP 9
- Welwyn Hatfield Draft District Plan Policy SADM 11
- Welwyn Hatfield Draft District Plan Policy SADM 13
- Welwyn Hatfield Draft District Plan Policy SADM 16

7.93 Chapter 15 of the NPPF is also of relevance to landscape. In addition, paragraph 131 of the NPPF places emphasises on the fact that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change.

Assessment of the Proposed Development

7.94 Policy R17 states that new development will be required to incorporate wherever appropriate new planting with locally native species and should be in accordance with Policy D8 Landscaping.

7.95 Policy D8 states that all development, other than change of use of buildings, should include landscaping as an integral part of the overall design. This should reflect the strong tradition of urban landscape design in the district. Landscaping schemes will require the use of materials which respect the character of the area, the planting of trees, hedgerows and shrubs and details of future maintenance. The retention and enhancement of existing key landscape features such as trees and shrubs, ponds and waters will be expected where feasible; where this is not possible, replacement planting should be carried out.

7.96 The Arboricultural Impact Assessment submitted as part of this planning application sets out the likely principal direct and indirect impacts of the Proposed Development on the trees on or immediately adjacent

to the site and suitable mitigation measures to allow for the successful retention of significant trees or to compensate for trees to be removed, where appropriate.

- 7.97 47 individual trees, part of one tree group and part of one hedge are to be removed to facilitate the Proposed Development. All trees to be removed are classified as low quality (Category C). The majority of the trees to be removed are within the red line application boundary with the exception of H83 however this is positioned within the EISAI Warehouse boundary and is assumed to be owned by EISAI Manufacturing Ltd. If this hedge is owned by a third party then prior to any works the ownership of this hedge must be established and the consent of the tree owner obtained in writing.
- 7.98 The tree loss as a result of the Proposed Development will be mitigated through a robust and high quality scheme of new tree planting which will increase the quality, diversity and resilience of the local tree stock. The tree planting is shown on The Tree Protection Plan and includes the following:
- Existing tree group to be retained
 - Root protection area of retains trees
 - Tree protection fencing
 - Construction exclusion zone

Landscape Strategy

- 7.99 The soft landscape design strategy has been based on the existing landscaping within the site and the pre-application advice received from Welwyn Hatfield Borough Council, summarised in Section 3 of this Statement.
- 7.100 The proposed strategy has remained consistent with the existing design whilst also taking into account several constraints including underground services, a high voltage cable easement which cuts across the northern part of the site, and two proposed underground attenuation tanks which are located east of the realigned access road.
- The strategy includes the following: Two rows of cherry trees are proposed (24 number of trees), west of the realigned access road and across the eastern green area towards the eastern boundary of the site tying in with existing trees. to remain consistent with the existing design and mitigate the loss of the cherry tree rows.
 - Creating a visual connection between the existing and proposed landscaped areas through the use of planting along the eastern boundary which is intended as a continuation of the decorative shrub planting which starts at the car parking spaces along the eastern site boundary and continues across the road along the eastern side of the building next to the pedestrian access path. The proposed planting species are chosen to tie in with the existing planting to form one continuous visual appearance.
 - Additional shrub planting along the eastern site boundary to strengthen the visual barrier into the site. High standard tree planting (21 trees) within this shrub area increases the screening capability as requested by the pre-planning application advice and mitigates against the tree loss due to the building extension. Proposed shrub and tree species are selected to tie in with the existing as well as to enrich the biodiversity of the site. The addition of fast-growing species will create a mature visual screening as early as possible.
 - A 2m wide low cut grass area along the road and behind the car parking spaces provides clean access along the road and gives a tidy appearance. The rest of the open space area will be a mix of grass area and moss gardens to enhance the wildlife habitat and biodiversity.
 - Along the southern boundary additional trees (six trees) will reinforce the direction of the road and increase the screening toward the residential houses.

7.101 The Design and Access Statement provides further details of the landscaping in Chapter 8.

Compliance with the Development Plan and Material Considerations

7.102 In summary, the proposed landscaping respects the character of the area and includes the planting of trees, hedgerows and shrubs which is in accordance with development principles set out in District Plan Policies SD1, R11, R17, D8 and EMP2 and draft District Plan Policies SP1, SADM 10, SP 9, SADM 11, SADM 13 and SADM 16.

Amenity

Relevant Development Plan Policies and Material Considerations

7.103 The following adopted and emerging Development Plan policies are considered relevant to the consideration of amenity:

- Welwyn Hatfield District Plan Policy R19
- Welwyn Hatfield Draft District Plan Policy SADM 11
- Welwyn Hatfield Draft District Plan Policy SADM 18

Assessment of the Proposed Development

- 7.104 A Noise Impact Assessment has been submitted with this planning application which assesses the noise and vibration impacts associated with the Proposed Development during both construction and operational stages.
- 7.105 An assessment of the suitability of the Proposed Development for office use has been undertaken based on the proposed usage of internal space and corresponding facades worst affected by noise. The assessment indicates that suitable mitigation in the form of thermal glazing will be incorporated into the building envelope to provide suitable internal noise conditions.
- 7.106 During construction, works are to be carried out in a manner to minimise noise impact as can practicably be achieved. The Principal Contractor shall use mufflers and acoustic enclosures if necessary and electric powered tools and plant wherever possible. Works shall comply to the recommendations in BS 5228 Code of Practice for noise control on demolition and construction sites.
- 7.107 All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and will be maintained in good and efficient working order. All pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. Where break out and demolition activities take place operators of tools will wear the correct ear protection. Machines used intermittently will be shut down in the intervening periods between operations or throttled down to a minimum.
- 7.108 Liaison with local site neighbours will take place on a regular basis to inform them of particularly disruptive works upcoming.
- 7.109 Activities with risk of Hand-Arm Vibration (HAVS) and full-body vibration will be mitigated with the use of low- vibration tools and plant and limited exposure in accordance with The Control of Vibration at Work Regulations 2005.
- 7.110 The Noise Impact Assessment also provides recommendations for operational noise limits applicable to fixed plant and building services to ensure that acceptable background noise levels are achieved at nearby residential properties. The noise change as a result of the increase in operational road traffic has been assessed and it is deemed that it will not give rise to an unacceptable effect.
- 7.111 Measures are proposed to reduce light pollution from the Proposed Development, these include following the Institute of Lighting Professionals (ILP) guidance on the reduction of obtrusive light. External and internal lighting will be designed with controls that prevent lighting being on when not in use.
- 7.112 It is deemed that the Proposed Development does not meet any of the conditions detailed under Welwyn Hatfield's emerging District Plan Policy SADM 18 that would require an Air Quality Assessment to be undertaken, therefore an Air Quality Assessment has not been undertaken.

Compliance with the Development Plan and Material Considerations

7.113 It is considered that the Proposed Development and existing neighbouring properties would not be exposed to level of noise that is unacceptable, therefore the Proposed Development complies with the principles set out in District Plan policy R19 and emerging District Plan Policies SADM 11 and SADM 18.

Waste and Materials

Relevant Development Plan Policies and Material Considerations

7.114 The following adopted and emerging Development Plan policies are considered relevant to the consideration of waste and materials:

- Welwyn Hatfield District Plan Policy R5
- Welwyn Hatfield Draft District Plan Policy SP 10

7.115 Welwyn Hatfield Sustainability Checklist: Impact and Future Use of the Development – Waste Management and Construction Period – Waste Management is also of relevance. Paragraph 210 of the NPPF is also of relevance.

Assessment of the Proposed Development

7.116 Policy R5 states that the Council will require applications for larger schemes to include details of the measures to be taken in the design, construction, operation, occupation and demolition of existing buildings on site.

7.117 The Construction Logistics and Constraints document submitted with this application, provides waste management details for the Proposed Development. In summary, a Resource Management Plan (RMP) will be prepared in line with BREEAM Wst 01 requirements. The RMP will cover non-hazardous waste materials, including demolition and excavation waste. Accurate data records on waste arisings and waste management routes will be collected during the construction period. The RMP will be reviewed and updated throughout the construction work, and will include the following:

- A target benchmark for resource efficiency of no more than 13.3 m³ of waste or 11.1 tonnes of waste per 100m² gross internal floor area;
- Procedures and commitments to minimise non-hazardous waste in line with the target benchmark;
- Procedures to minimise hazardous waste;
- A waste-minimisation target and details of waste minimisation actions to be undertaken;
- Procedures to estimate, monitor, measure and report on hazardous and non-hazardous site waste and demolition waste;
- Monthly reporting of all construction waste data throughout the project checked against what would be expected based on the stage of the project; and
- Procedures to sort, reuse and recycle construction waste into defined waste groups, either on-site or through a licensed external contractor.

7.118 A Waste Champion is to be nominated for the site to facilitate management of the RMP. This role will also aim to ensure that the waste hierarchy is considered at all times, with the emphasis being on reducing, reusing and recycling before landfill disposal is considered.

7.119 A pre-demolition audit will be carried out for the demolition of the hardstanding, with the aim of maximising the recovery of material for subsequent high grade or value applications. Consultation with local waste management facilities will be undertaken to determine which materials identified in the pre-demolition audit can be re-used / recycled and diverted from landfill.

7.120 In terms of operational waste, the Proposed Development will be designed to encourage the diversion of operational waste from landfill through the provision of adequate space for the segregation, storage, movement and collection of waste. It is anticipated that this provision will be guided by BREEAM Wst 03 requirements as well as local policy. Waste storage facilities will be clearly labelled to assist with segregation, easily accessible, and of a capacity appropriate to the Proposed Development's predicted

volumes of waste. Where significant volumes of recyclable waste are likely to be generated, space will be allocated for suitable waste compactor or baler equipment. The Proposed Development will be designed to allow for the efficient collection of waste.

- 7.121 With regard to materials, a Sustainable Procurement Plan will be developed for the Proposed Development, in line with BREEAM Mat 03 requirements. The Sustainable Procurement Plan will include sustainability aims, objectives and strategic targets to guide procurement activities. The Plan will include a requirement to procure construction products locally, where possible and it will include procedures to check and verify the plan's effective implementation.
- 7.122 In line with BREEAM credit Mat 02, construction products will be specified with Environmental Product Declarations (EPDs), where possible. EPDs provide robust and comparable data on the impacts of construction products and provide the project team with the information required to make informed decisions with regard to selecting construction products with reduced environmental impacts.
- 7.123 Materials made available through excavation (for example, fill soil and gravels) will be reused directly on-site, where feasible. This will help to minimise embodied carbon and other emissions associated with the production and import of materials to site, and the removal of waste from site.
- 7.124 The responsible sourcing of construction products will be assessed against BREEAM's Mat 03 criteria, helping to facilitate the selection of products that are associated with lower levels of negative environmental, economic and social impacts across their supply chain including extraction, processing and manufacture. Sustainable timber will be procured to align with BREEAM Mat 03 requirements.
- 7.125 To reduce the need to repair and replace materials resulting from damage to exposed elements of the building and its surrounding landscape, vulnerable areas will be identified, and appropriate protection measures incorporated into the building and landscape design for these areas. Exposed parts of the Proposed Development will be protected from material degradation by environmental factors, in line with BREEAM Mat 05 requirements.

Compliance with the Development Plan and Material Considerations

- 7.126 Based on the above assessment, it is considered that the Proposed Development is in accordance with Development Plan policies and material considerations relation to waste and materials.

Biodiversity

Relevant Development Plan Policies and Material Considerations

- 7.127 The following adopted and emerging Development Plan policies are considered relevant to the consideration of biodiversity.
- Welwyn Hatfield District Plan Policy R11
 - Welwyn Hatfield District Plan Policy R17
 - Welwyn Hatfield Draft District Plan Policy SP 10
 - Welwyn Hatfield Draft District Plan Policy SADM16

- 7.128 Welwyn Hatfield Sustainability Checklist: Future Use of the Development – Habitats and Species and Construction Period – Habitats and Species is also of relevance.

Assessment of the Proposed Development

- 7.129 Policy R11 states all new development will be required to demonstrate how it would contribute positively to the biodiversity of the site by; (i) the retention and enhancement of the natural features of the site; (ii) The promotion of natural areas and wildlife corridors where appropriate as part of the design; (iii) The translocation of habitats where necessary, where it can be demonstrated that the habitat or species concerned cannot be successfully accommodated within the development; (iv) The use of locally native species in planting in accordance with Policy D8 Landscaping; (v) Helping meet priorities/targets set out in the Local Biodiversity Action Plan.

- 7.130 Policy R17 states that new development will be required to incorporate wherever appropriate new planting with locally native species and should be in accordance with Policy D8 Landscaping
- 7.131 A Preliminary Ecological Appraisal (PEA) has been undertaken for the Proposed Development. The PEA assesses and identifies the potential for the Proposed Development to enhance biodiversity. The PEA confirms that the site has low biodiversity value and is comprised mainly of amenity grassland, hardstanding and landscaping in the form of shrubs and young trees.
- 7.132 The PEA confirms that no notable or protected species were found on the site. There are no habitats within 1 km of the site which are listed as habitats of priority importance (HoPI) on the Natural Environment and Rural Communities Act (2004) as amended, and there are no Ancient Woodlands within 1 km of the site. The PEA notes that significant efforts are made to ensure that contaminants, including insects, are kept out of the existing Eisai building.
- 7.133 The PEA confirms that young trees and shrubs will need clearing to enable the construction of the Proposed Development, and it is recommended that these are removed outside of the bird breeding season to prevent the disturbance of breeding birds. Where this cannot be achieved, an ecologist will be required to confirm the absence of active birds' nests immediately prior to clearing works commencing.
- 7.134 The PEA confirms that no invasive non-native species were found on the site, however, to prevent such plants and animals being brought onto or moving into the site, it is recommended that standard biosecurity measures are implemented. For plants, standard biosecurity measures should be adopted to ensure that no seeds, rhizomes or other plant propagules are brought onto the site. In the case of animals, the workforce should be vigilant given the potential for mammals to access the wider site. Were any such species to colonise the site, they should be dealt with immediately.
- 7.135 The following opportunities, taken from the list of recommendations within the PEA, will be implemented to enhance the biodiversity of the Proposed Development.
- Creating moss patches/gardens;
 - Planting a herb garden; and
 - Providing habitat for Pied Wagtail to feed and nest.
- 7.136 Negative impacts from site preparation and construction works will be managed according to BREEAM's mitigation hierarchy and in line with the ecologist's recommendations to ensure that no overall loss of ecological value will occur.
- 7.137 To secure ongoing monitoring, management and maintenance of the site and its habitats and ecological features, and to ensure intended outcomes are realised for the long term, a landscape and ecology management plan will be developed, covering at least 5 years after project completion and include the following:
- Actions and responsibilities of relevant individuals prior to handover;
 - The ecological value and condition of the site at handover and how this is expected to develop and change over time;
 - Identification of opportunities for ongoing alignment with activities beyond the development project, which support the aims of BREEAM's Strategic Ecology Framework;
 - Identification and guidance to trigger appropriate remedial actions to address previously unforeseen impacts; and
 - Clearly defined and allocated roles and responsibilities for delivering the plan.

Compliance with the Development Plan and Material Considerations

- 7.138 Based on the above assessment, it is considered that the Proposed Development is in accordance with the Development Plan policies and material considerations relating to biodiversity.

8. Planning Balance

- 8.1 This Planning Statement, together with the suite of application documents submitted alongside the Planning Application, demonstrates the case in support of the Proposed Development.
- 8.2 At the heart of the NPPF is the presumption of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- 8.3 Section 7 of this Planning Statement demonstrates that the Proposed Development is in accordance with the relevant policies in the statutory Development Plan and relevant material considerations.
- 8.4 In particular and most importantly, the Proposed Development is in accordance with Welwyn Hatfield District Plan Policies EMP1 and EMP2, as adopted April 2005 and emerging District Plan Policies SADM 10 and SP 8. The Proposed Development seeks to foster economic growth in existing employment areas through planned regeneration, updating and improving the quality of the employment stock in the district by seeking permission for 4,012sqm GEA of warehouse space (Use Class E).
- 8.5 Technical assessments have demonstrated that the Proposed Development will result in no unacceptable adverse impacts, specifically in terms of heritage, where the Proposed Development will not harm the significance or setting of four listed buildings surrounding the site, and transport, where the Proposed Development will not have an unacceptable adverse impact on the local highway network. Furthermore, a Framework Travel Plan has been submitted which sets out the measures the Applicant will implement to encourage employees to travel sustainably to the site.
- 8.6 The Proposed Development has also been designed to a high standard, cognisant of its surroundings and with sustainability and energy efficiency in mind, achieving the BREEAM 'Very Good' rating.
- 8.7 It is therefore considered that the Proposed Development complies with the Development Plan and relevant material considerations and that the Development Plan points strongly in favour of the granting of planning permission.

