



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

Design and Access Statement:

55 Dragon Road, Hatfield AL10 9LY

**Proposed 1-storey upward extension to existing
1.5-storey Coach House to create an additional 2-bed
flat**

On Behalf of Mr Paul Wilson

Application

Planning By Design (The agent) has been instructed to act on behalf of Mr Paul Wilson (the applicant) to submit a full planning application to Welwyn Hatfield Council (the Local Planning Authority) for the proposed 1-storey upward extension to existing 1.5-storey Coach House to create an additional 2-bed flat at 55 Dragon Road, Hatfield AL10 9LY. In support of this application, the following Design and Access Statement has been constructed to demonstrate the suitability of this site for this proposal and evaluate its accordance with national and local planning policy along with supplementary design guidance.

Site Location

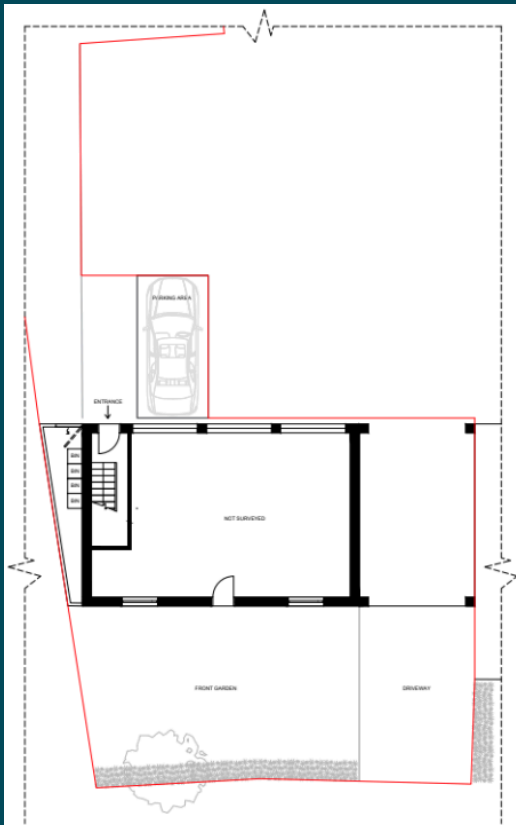
The site location is at 55 Dragon Road, Hatfield AL10 9LY is a modern 1.5-storey Coach House (i.e. with attached garages and archway with driveway leading to parking at ground floor level). It forms a terrace property with nos. 59-67 (to the north) and is comprised of a grey tile roof and red brick with white uPVC fixtures and fittings. Nos. 59-65 are 3-storey townhouses and no. 67 is a 1.5-storey bungalow. To the south are 3-storey townhouses.

The site is not located within any known constraints including Flood Zones or Conservation Areas.

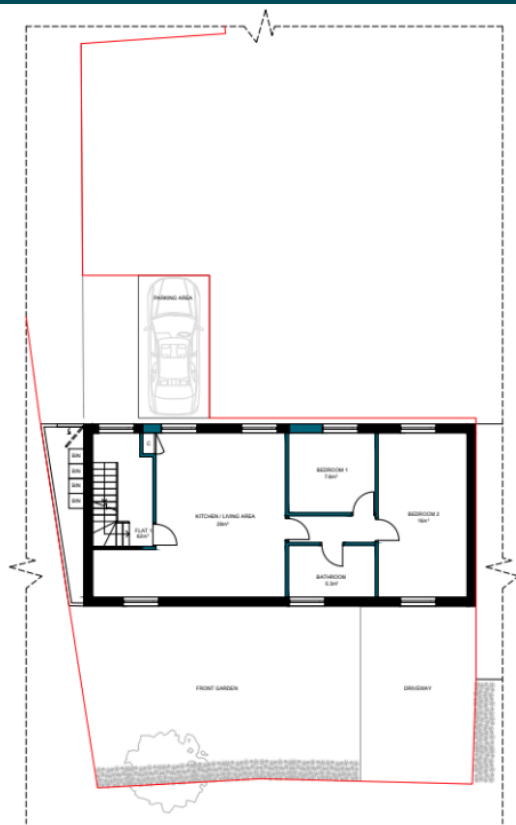
The Proposal

Full Planning Permission is sought the proposed 1-storey upward extension to existing 1.5-storey Coach House to create an additional 2-bed flat in the new roof/loft space. The proposed roof structure at the front elevation is proposed to replicate the exiting (three dormers) and the proposed windows at first floor level reflect this arrangement. To the rear five windows are proposed at first floor level and an additional dormer is proposed to the rear elevation (four in total). The proposal includes the removal of the internal wall between kitchen and lounge in the first floor flat to create an open plan kitchen/living area. The new windows are designed to maximise light to habitable rooms whilst maintaining character.

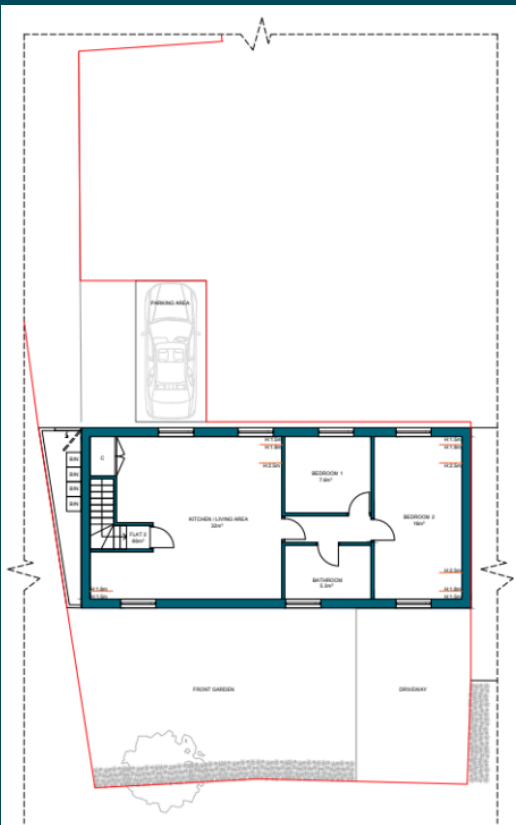




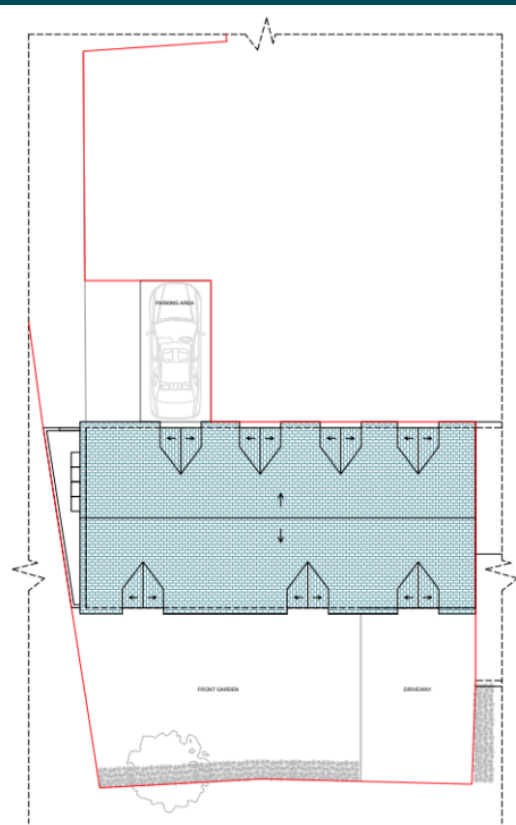
Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Loft Plan



Proposed Roof Plan

Planning History

A search of the Council's public access system indicates that relevant planning history that remains applicable at this application site consists of:

- S6/1999/1064/OP | Land at, Hatfield Aerodrome, Comet Way, Hatfield | Outline demolition of existing (unlisted) buildings, removal of runway and other hard standing areas and redevelopment for the following purposes: as a business park comprising uses within use class B1, B2, B8 and Sui Generis use; housing; new university campus (use class D1 and D2) to include replacement De Havilland Sports and Social Club and associated playing fields; two hotels; primary school and associated facilities; district centre; works of conversion to enable recreation use of existing listed hangar; aviation heritage centre. together with associated highway, transport and service infrastructure (including a strategic transport corridor), landscaping and open space, diversion of Ellenbrook. means of access to be determined | Approved 12/29/2000
- S6/2001/1153/DE | Land at, former Hatfield Aerodrome, adjacent To Hatfield Business Park, Hatfield | Erection of 211 Dwellings with garaging, parking and infrastructure. (Reserved Matters following Outline Permission S6/1999/1064/OP) | Approved 15/03/2002

Planning Policy

The following planning policy and guidance documents are recognised as material considerations for the assessment of this application

The Town and Country Planning (General Permitted Development) (England) Order 2015

- Part 1 Class AA – enlargement of a dwellinghouse by construction of additional storeys
- Part 20 Class A – New dwellinghouses on detached blocks of flats

Neither Permitted Development Right is applicable, therefore a full planning application is required.

National Planning Policy Framework 2021

- Section 1. Introduction
- Section 2. Achieving sustainable development
- Section 3. Plan-making
- Section 4. Decision-making
- Section 5. Delivering a sufficient supply of homes
- Section 6. Building a strong, competitive economy
- Section 8. Promoting healthy and safe communities
- Section 11. Making effective use of land
- Section 12. Achieving well-designed places
- Section 14. Meeting the challenge of climate change, flooding and coastal change
- Section 15. Conserving and enhancing the natural environment

Welwyn Hatfield Adopted Local Plan - October 2023

The following section will evaluate the proposals in accordance with the relevant policies and supplementary design guidance of the Council to demonstrate why the proposal should be considered as acceptable in principle and in strict accordance with the Council's development criteria.

- Policy SP 1 Delivering Sustainable Development
- Policy SP 2 Targets for Growth. 1,390 homes are intended to come forward through 'windfall sites' (Table 2 Distribution of Housing Growth)
- Policy SP 3 Settlement Strategy and Green Belt Boundaries *"the primary focus for new development will be in and around the two towns of Welwyn Garden City and Hatfield"*
- Policy SADM 1 Windfall Development
- Policy SP 4 Transport and Travel
- Policy SP 7 Type and Mix of Housing recognises the need for *"varied needs of different households including single person households, couples"*
- Policy SP 9 Place Making and High Quality Design states that development must *"respond to character and context"*
- Policy SADM 11 Amenity and Layout (including Nationally Described Space Standard)
- Policy SADM 12 Parking, Servicing and Refuse
- Policy SP 10 Sustainable Design and Construction
- Policy SADM 13 Sustainability Requirements

National Design Guide

Discussions about increased density

Supplementary Planning Guidance on parking standards (2004)

1 for 2 bed dwelling. 1 cycle space.

Assessment

Principle of development

Policy SP 2 states that 1,390 homes are intended to come forward through 'windfall sites'. The site within Hatfield which, with Welwyn Garden City, is *"the primary focus for new development"* (Policy SP 3). The site is previously developed, the development will be accessible to a range of services and facilities by transport modes other than the car; there will be sufficient infrastructure capacity to support the proposed level of development, proposals would not undermine the delivery of allocated sites or the overall strategy of the Plan and proposals would not result in disproportionate growth taking into account the position of a settlement within the settlement hierarchy because it is for a single 2-bed flat (Policy SADM 1). Policy SP7 recognises the need for *"varied needs of different households including single person households, couples"* such as this proposal.

Design and amenity

The proposal uses grey tile roof and red brick with white uPVC fixtures and fittings to match existing. The proposed roof structure at the front elevation is proposed to replicate the existing (three dormers) and the proposed windows at first floor level reflect this arrangement.

One additional flat is proposed to ensure that the roof height remains lower than the neighbouring 3-storey townhouses. The terrace that the property forms part of, 1.5-storey Coach House, four 3-storey townhouses and 1.5-storey bungalow, is not replicated within the estate therefore its external appearance can be altered. Contrastingly, 1-9 and 2-10 Errington Close because they are symmetrical and altering would disrupt local character.

Therefore, it is considered that the proposal complies with Policy SP 9 and NPPF section 12.

There will be no increase in overlooking because no rear extension is proposed. The new windows are designed to maximise light to habitable rooms whilst maintaining character. The new flat at 66m² meets the Nationally Described Space Standard (61m² for 2-bed 3-person flat)

Therefore, it is considered that the proposal complies with Policy SADM 11.

Parking, servicing and refuse

Servicing and refuse arrangements will remain as existing.

There is existing capacity within the rear parking area to accommodate the one car and cycle parking space required for the proposed 2-bed flat.

Conclusion

For the reasons outlined above, we respectfully request the Council grant planning permission where we trust the Council will make a reasonable decision on this submission in line with the developmental objectives and timescales of the National Planning Policy Framework.

Should the Planning Authority have any further clarifications or feel that the incorporation of additional conditions is necessary to form part of this proposal for its success, Planning By Design remain at your disposal and would welcome conversation on any of these matters.