



## **Supporting Statement**

Prior Notification Submission on behalf of Templewood Securities Ltd

Development consisting of a change of use of a building and land within its curtilage from a use falling within Class B1a (offices) of that Schedule to the Use Classes Order, to a use falling within Class C3 (dwellinghouse) of that Schedule, under Class O, Part 3, Schedule 2 of the Town and Country Planning General Permitted Development Order 2015 as amended 2017.

First and Second Floor, Blackhorse House, 36 Salisbury Square, Hatfield, AL9 5DD

**DLA Ref: 2015/234a**

**May 2017**

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## 1.0 INTRODUCTION

This report relates to a prior notification application for change of use of offices to residential use at first and second floor level of Blackhorse House, 36 Salisbury Square, Hatfield.

1.1.0 The proposal would provide 16 one-bedroom flats, eight on the first floor and eight on the second floor of the building.

### 1.2.0 **Scope**

This document comprises an overarching supporting report. Sections 2 to 4 consider the physical, economic, social and historical context of the site, and identifying the relevant legislation. Section 5 considers the proposal against the relevant legislation, with the overall conclusions set out in Section 6.

## 2.0 SITE & CONTEXT ANALYSIS

### 2.1.0 Location

The site is located within the urban area of Hatfield within the area known as Old Hatfield. It sits to the immediate east of the Great North Road where it bypasses Old Hatfield, and fronts onto Salisbury Square.

### 2.2.0 Application Site

This comprises a rectangular shaped site of approx. 0.16ha accommodating a 3-storey building with private parking. The building is currently in use as a 'Jobcentre Plus' on the ground floor with offices above.

### 2.3.0 Context

The application site lies within the Old Hatfield Conservation Area. Most of the buildings and public spaces within and around the site date from the comprehensive redevelopment of the area in the early 1970s. The listed buildings and others of heritage value are generally clustered in the older areas, along Park Street, Fore Street, and close to Hatfield House.

2.3.1 The area is in mixed use, with Salisbury Square originally operating as a local/neighbourhood centre with residential or office uses above. There is a high level of vacancy amongst the ground floor

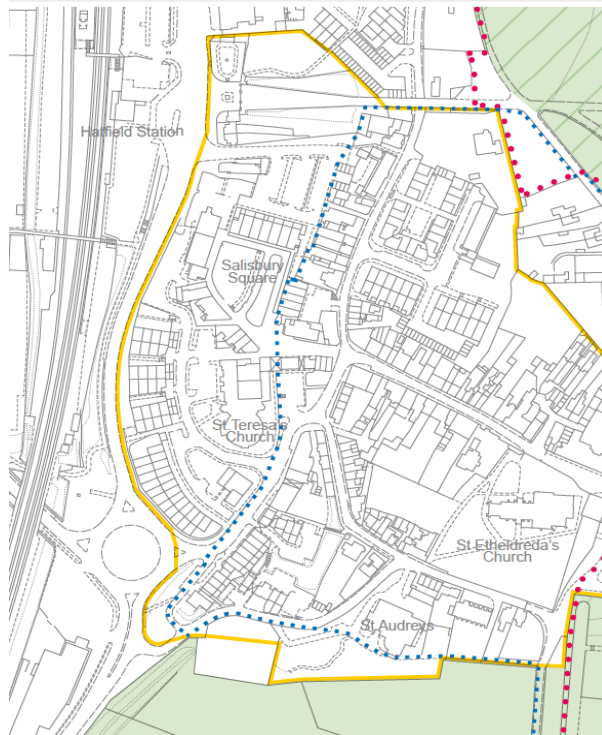
units around the square, which are a mix of primarily use classes A1 – A3. There are also office uses forming the boundary of the square to the east and above a number of the surrounding buildings.

2.3.2 The vehicular access is from Great North Road via Arm and Sword Lane. This road terminates at a public car park adjoining the site through which access is gained to the private car parking associated with the building. Direct pedestrian access can be gained from Salisbury Square.

2.3.3 To the west the elevated Great North Road and embankment running along the site boundary and the railway line to the west of this, separate the site (and Old Hatfield generally) from Hatfield. Vehicle access from Arm and Sword Lane to the north, via the adjoining car park is very functional in its appearance with Old Hatfield 'turning its back' to this part of the town.

2.3.4 To the east lies Salisbury Square, a pedestrian only 'local centre' that suffers from high levels of vacancy and a lack of interest and activity.

## 2.4.0 Proposals Map Notation



## 2.5.0 Local Services

The site is located in proximity to a range of shops and services well within 0.5km of the site, primarily those within Hatfield Town Centre, as set out below.

Land Use	Local Provision	Proximity to Site
Education	Nursery School – Howe Dell	0.8km
	Primary School – Countess Anne	0.8km
	Secondary School - Onslow St Audrey - Stanborough	0.8km 4km
Retail	Salisbury Square and Park Street Local Shops	0.1km
	Hatfield Town Centre	0.7km
Medical	Burville House Surgery	0.7km
	Hatfield Dental Clinic	0.7km
Employment	Hatfield Business Park	3.7km
	Hatfield Town centre	0.7km
	Employment Areas EA3 and EA4 along Great North Road and A100	
Leisure	Pubs & restaurants - Park St & Fore St	0.1km
	Hatfield Park	0.3km
	Hatfield Swim Centre	1.6km
	Birchwood Leisure Centre	1.6km

### 2.6.0 **Accessibility**

The site is very well served by public transport services as set out below. It lies within accessibility zone 2 as defined in the current local parking guidelines. A bus/rail interchange exists at Hatfield station within a 5-minute walk of the site to the west.

### 2.6.1 **Local Bus Services**

The interchange provides access to a minimum of eleven bus services, the majority of which run at least an hourly service between 8am and 6pm. These routes provide access to Hatfield and the business park, St Albans, Welwyn Garden City, Potters Bar, Watford, Hemel Hempstead, Stevenage, Ware, Hertford, Essendon, Luton, Wheathampstead, Broxbourne, Hoddeston, Harlow and Heathrow.

### 2.6.2 **Rail Services**

Hatfield Station is on the Great Northern Cambridge to London service. Southbound the service connects with, amongst others, Kings Cross and Moorgate. Regular services operate to these destinations throughout the day, seven days a week. The Hatfield to Kings Cross service is 25 minutes at 20 minute intervals during peak time.

## 3.0 RELEVANT PLANNING HISTORY

### 3.1.0 Application Site

A search of the District Council's website for applications relating to both '36 Salisbury Square' and Blackhorse House did not identify any significant proposals for development of the existing building, only applications for minor works including condenser units and access ramps.

## 4.0 POLICY CONTEXT

4.1.0 The legislation in Class O, Part 3, Schedule 2 of the Town and Country Planning General Permitted Development Order 2015 as amended 2017 sets out that development is not permitted by Class O if:

*(a) the building is on article 2(5) land and an application under paragraph O.2(1) in respect of the development is received by the local planning authority on or before 30th May 2019;*

*(b) the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order—*

*(i) on 29th May 2013, or*

*(ii) in the case of a building which was in use before that date but was not in use on that date, when it was last in use;*

*(c) the use of the building falling within Class C3 (dwellinghouses) of that Schedule was begun after 30th May 2016;*

*(d) the site is, or forms part of, a safety hazard area;*

*(e) the site is, or forms part of, a military explosives storage area;*

*(f) the building is a listed building or is within the curtilage of a listed building; or*

*(g) the site is, or contains, a scheduled monument*

4.1.1 Consideration then must be given to the transport and highway impacts, contamination and flooding risks related to the site and impacts of noise from commercial premises on the intended occupiers of the development.



## 5.0 CONSIDERATIONS

### 5.1.0 Article 2(5) Land

The application site is not within land designated under article 2(5) of the legislation.

### 5.2.0 Office Use

The legislation requires the relevant part of the building to have been in office use (use class B1a) on 29th May 2013. The whole building is currently leased to one occupier who uses the ground floor as a job centre and the remaining floors as B1(a) offices. The lease commenced on 17<sup>th</sup> December 2004 and expires on 31<sup>st</sup> March 2018. The lease sets out the permitted use as offices within Class B1. Extracts of the lease are included at appendix 1.

### 5.3.0 Safety Hazard Area or Military Explosives Storage Area

The site is not within or part of a safety hazard area or a military explosives storage area.

### 5.4.0 Listed Building

The building is not a listed building nor is it within the curtilage of a listed building. This has been confirmed by checking the information held by the Council and Historic England.

### 5.5.0 Scheduled Ancient Monument

The site is not, nor does it contain, a scheduled monument. Again, this has been confirmed by checking the information held by the Council and Historic England

5.6.0 As has been set out above the proposal complies with the first set of requirements. Below is an assessment of the proposals in terms of transport and highway impacts, contamination and flooding risks related to the site and impacts of noise from commercial premises on the intended occupiers of the development.

### 5.7.0 Transport and Highway Impacts

The proposal would not significantly alter traffic patterns although it is likely to result in a reduction in the number of traffic movements associated with the building. The office use of the first and second floors building accommodates a much higher number of people, many travelling by car, than the residential use of those floors. The access arrangements to the site would not change as a result of the proposals, the existing arrangements are satisfactory and safe and could therefore accommodate the reduction in traffic movements.

5.7.1 In terms of parking the site currently provides 36 parking spaces, each proposed flat would have 1 space each. This would leave 20 parking spaces for the remaining job centre use.

5.7.2 The site is in a highly sustainable location with good access to pedestrian and cycle links and to public transport. Whilst the scheme has been designed to provide one parking space per flat it is anticipated that some residents may not own a car.

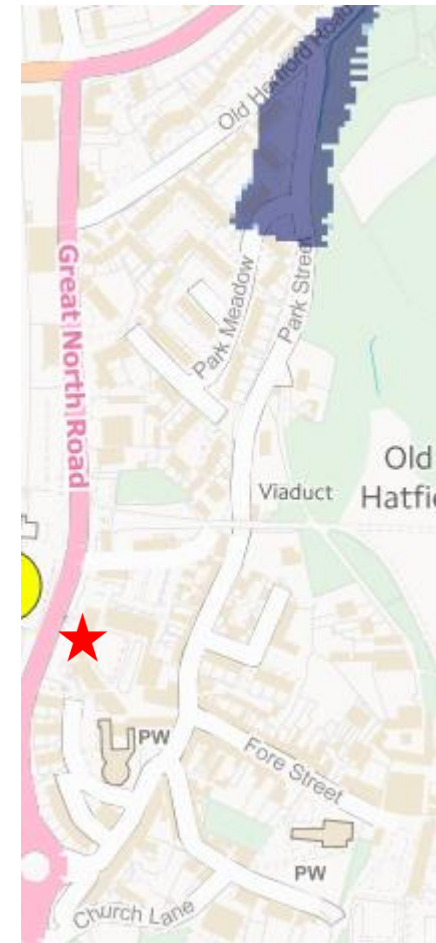
5.7.3 Overall it is not considered that the proposal would have any adverse highway or transportation impacts. The existing access arrangements would not be altered; the traffic generation would be reduced and sufficient on-site parking would be provided.

5.8.0 Contamination

There is no evidence that the site is contaminated or that it would be subject to contamination from other sources. In addition, the proposal only includes the first and second floors of the building making any contamination issues highly unlikely.

5.9.0 Flooding Risk

The site is within Flood Zone 1 as shown on the below Environment Agency Flood Risk map. Flood Zone 1 represents the lowest risk of flooding and all development is deemed to be appropriate in these areas, there is therefore no cause for concern on this basis.



★ *Approximate location of application site#*

#### 5.10.0 Noise

A Technical Note on noise has been produced by Joynes Nash to accompany this application (appendix 2). The legislation requires the Council to consider the impact of noise from commercial premises on the future occupiers of the site/building.

#### 5.10.1 The Technical Note concludes that:

*“The noise climate is dominated by transportation noise which is not subject to any form of control under the permitted development rights.*

*Any observed noise above the transportation noise is typical of a low key mixed use urban environment, whereby the noise forms part of the character and ambience of the area and is typical of many similar situations observed nationally.*

*Other noise is predominantly vocals from people who reside in the area, make use of the local facilities or are simply passing through the area. No one individual source is dominant or attributable to a specific commercial premise.*

*No mechanical or fixed plant noise was observed at the proposed residential units.*

*Existing residents currently live in close proximity to the identified commercial uses without undue disturbance and many of these are more likely to be affected by noise. Indeed, any future occupiers will not be adversely affected to any greater extent than existing residents.*

*Existing commercial activities are already restricted by current residential units in the vicinity.*

*The proposed commercial (office) to residential separation does not raise any acoustic difficulty with regard to the principle of the proposed development. Any conversion of the building would have to meet appropriate standards. The whole premises are also under the control of our client and therefore, there are no difficulties posed in terms of upgrading the internal structure.*

*There is no subjective evidence to suggest the need to proceed to any detailed study of noise. The observed noise is not expected to cause a change in behaviour or attitude of future occupiers and there is no likely significant impact on the future occupiers of the proposed residential units.”*

## 6.0 CONCLUSIONS

This report relates to a prior notification application for the change of use of the first and second floors of Blackhorse House, 36 Salisbury Square, Hatfield from office use to residential use, comprising of 16 one-bedroom flats.

6.1 Following the above assessment of the proposals against the relevant legislation it is considered that the proposal meets the relevant criteria set out in the legislation.

6.2 The proposal does not cause any adverse highway or transport impacts, is on a site which is free from contamination and within flood zone 1 where residential development is acceptable and would not result in the future occupiers being adversely affected by noise from commercial premises.

6.3 There is therefore no conflict with the requirements of Class O Part 3 Schedule 2 of the Town and Country Planning General Permitted Development Order 2015 as amended 2016 and prior approval is not required for the proposal.

## 7.0 APPENDICES

Appendix 1 – Extracts from lease

Appendix 2 - Technical Note – Noise by Joynes Nash dated May 2017