

WELWYN HATFIELD COUNCIL
PLANNING CONTROL COMMITTEE – 16 MARCH 2006
REPORT OF THE CHIEF PLANNING AND ENVIRONMENTAL HEALTH OFFICER

N6/2005/1517/FP

DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 21 AFFORDABLE RESIDENTIAL UNITS WITH ASSOCIATED VEHICLE ACCESS, PARKING, STORAGE AND LANDSCAPING. FORMATION OF NEW PEDESTRIAN FOOTPATH AND CONSTRUCTION OF PUBLIC CAR PARK AT LAND OPPOSITE 96-102 LEMS福德 LANE, WELWYN GARDEN CITY

APPLICANT: GENESIS HOUSING GROUP

(Handside)

1 Site Description

- 1.1 The site comprises a large, single storey brick built building currently used as a Community Workshop and is also used by the Sea Cadet Corps. The site is 0.46 hectares in area and allocated as housing site HS 9 within Policy H1 of the Welwyn Hatfield District Plan 2005. The existing uses of the buildings will be surplus to requirements once they have been relocated at the former Trades and Labour Club in Welwyn Garden City, the renovation of which is currently well under way.
- 1.2 The area of land is some 80 metres by 50 metres and roughly rectangular in shape and lies between Sefton Court and an area of open space approximately 20 metres wide that separates the site from Stanborough Shool. There is a distinctive tree lined Welwyn Garden City “boulevard” type frontage to Lemsford Lane and the site backs on to Stanborough Park.
- 1.3 The existing building on the site is visible within the streetscene. The area to the East of the site currently forms an informal unmade car park mainly used for people taking and collecting children from the nearby Stanborough School and users of Stanborough Park. The boundaries of the site are all well tree lined and a substantial tree belt screens the site from Stanborough Park.
- 1.4 Outside of the site the area is characterised mainly by residential properties with a generally spacious character set back from the road behind soft boundary treatments. The boundary of land designated as Green Belt crosses the site and therefore a small area to the south of the site is designated as Green Belt.

2 The Proposal

- 2.1 The proposed development is for 21 affordable residential units in the form a small close accessed from a single access point from Lemsford Lane. The development will provide 2 four bedroom houses, 3 three bedroom houses, 12 two bed flats and 4 one bed flats. The site is to be provided as 100 per cent affordable housing, forming 11 general needs rental units and 10 low cost home ownership units.

- 2.2 The frontage of Lemsford Lane is proposed to be faced by an apartment building that has a central element which is 2 and a half storeys in height and two flank elements which are two storeys in height. The central element of the building has a projecting element which forms an entrance way feature at the front of the property. The ridge height of the central element is approximately 10.5 metres with the flank elements reducing to 8.4 metres.
- 2.3 A terrace of 5 houses is located to the east of the site and runs perpendicular to the highway. The side flank of the end property therefore faces onto Lemsford Lane, but is set back and separated from it by the proposed replacement parking area. The front elevations of these dwellings face out west into the site. The terrace row has been designed with the two dwellings at the end of the terrace row forming end stops, with the mid-terrace properties recessed 400mm from the front and rear of the end properties. The dwellings are two storeys in height with the southern most three dwellings stepping down in height to follow the gradual slope of the site to the rear. The ridge height of the dwellings is approximately 9.4 metres and the dwellings have gardens to the rear in excess of 11 metres deep.
- 2.4 To the western boundary of the site and located to the rear of the apartment block facing onto Lemsford Lane is a block of apartments two storey in height that is perpendicular to the highway. The building consists of three two storey elements each with slightly different ridge heights. The building fronts out to the east, into the site. The maximum ridge height of the building is approximately 8.8 metres. The fenestration and glazing detail has again been amended to be in keeping with the character and appearance of the area. A grassed communal area is located to the rear of this proposed block.
- 2.5 A new replacement public car park is proposed to the eastern side of the site fronting Lemsford Lane. This will provide 14 car parking spaces and replaces the existing informal parking area towards the rear of the site. This car park would be accessed from a separate access point off of Lemsford Lane and is physically separated from the residential development.
- 2.6 The layout of the development provides a central area to the rear of the front apartment block and between the proposed dwellings to the east and west of the site which comprises communal grassed areas, landscaping, parking facilities and a bin and cycle store. The rear of the site is largely left open with views of the tree lined boundary with Stanborough Park readily visible. A public access through the site providing access to Stanborough Park is to be retained. The site provides a total of 25 parking spaces for residents and visitors.

3 Planning History

- 3.1 N6/2004/1037/FP - DEMOLITION OF EXISTING BUILDING AND ERECTION OF 22 DWELLINGS WITH ASSOCIATED VEHICLE ACCESS, PARKING, STORAGE, LANDSCAPING AND PEDESTRIAN FOOTPATH LEADING TO STANBOROUGH PARK.
- 3.2 N6/2005/1517/FP – PROPOSED CAR PARK.

4 Planning Policy

- 4.1 Hertfordshire Structure Plan Review 1991 - 2011:
- Policy 25 – Car Parking

- Policy 29 – Traffic and Road Safety Implications of Development Proposals

4.2 Welwyn Hatfield District Plan 2005:

- Policy R1 Re-use of Brownfield Land
- Policy R19 Noise and Vibration Pollution
- Policy R25 Works to Listed Buildings
- Policy R26 Alternative uses for Listed Buildings
- Policy R29 Archaeology
- Policy M1 Integrating Transport and Land Use
- Policy M5 Pedestrian Facilities
- Policy M14 Parking Standards for New Development
- Policy H1 New Housing Development
- Policy H7 Affordable Housing
- Policy H8 Dwelling type and Tenure
- Policy CLT1 Protection of Existing Leisure Facilities
- Policy D1 Quality and Design
- Policy D2 Character and Context

4.3 Supplementary Design Guidance

4.4 Supplementary Planning Guidance – Parking standards

5 Representations Received

- 5.1 Application advertised by means of neighbour notification letter and letter to statutory consultees, and site notice.
- 5.2 The application was withdrawn from the committee agenda of the committee meeting in February as it was discovered that the occupiers within the dwellings of Sefton Court, adjacent to the site, had not been notified by letter. Subsequently letters have been sent out to all of the dwellings within Sefton Court notifying them of the application. Any further comments received as a result of this consultation will be reported in the usual way to the Committee Members.
- 5.3 11 Letters of Objection received from nearby residents within Stacklands and Lemsford Lane. Raise concerns in relation to the following matters:
- The size and shape of the building too big, will dominate the west end of the street and is out of keeping with the streetscene of two storey houses.
 - Building will obscure park views, result in overlooking and loss of light.

- Density and scale of development too high.
- Not enough family housing provided so out of keeping with character of the neighbourhood.
- Insufficient parking proposed will lead to on-road parking.
- Loss of recycling facilities.
- Concern over impact on adjoining highway.
- No established need for the proposed car park

5.4 **Thames Water** – No objection in relation to sewerage infrastructure.

5.5 **Environment Agency** – Unable to respond.

5.6 **County Planning Archaeologist** – The site is situated within Area of Archaeological Significance No. 11. The position of proposed development is such that it should be regarded as likely to have an impact on significant archaeological remains. If permission is to be granted it is recommended that provisions relating to the monitoring of ground works, a contingency for the rapid archaeological investigation, and analysis of results and report, be made.

5.7 **Council Arborist** – The proposed development does require the removal of a number of trees however none are worthy of further protection. Whilst the loss of some of the individual trees is regrettable, as the majority of the group will be unaffected by the works, the view from Lemsford Lane should only be partially affected. Retaining the natural area that the Council maintain means that this area can be regenerated and retained as an open space, which will benefit the surrounding landscape. Provided that conditions are attached relating to protective fencing and the size and species of replacement tree then would have no objection to the application.

5.8 **Environmental Health** – No record of previous industrial use found on the site however recommend that a Phase 1 assessment be carried out in respect of contaminated land to confirm the history of the site.

5.9 **Hertfordshire Highways** – Comment that the proposed development is not an over intensification of the site, that Lemsford Lane does have the capacity to accommodate the proposed development, and that the proposal will not prejudice the safety and operation of the adjoining highways. Comment that they consider the proposed parking level to be sufficient. Advise that any permission shall include conditions relation to visibility and construction of crossovers and car parking areas, as well as the requirement of a S106 agreement to secure necessary off site highway works and a financial contribution of £13,000 towards Sustainable Public Transport programs.

5.10 **Hertfordshire Constabulary Crime Prevention/Architectural Liaison Officer** – Makes some recommendations in relation to the scheme concerning lighting, boundary treatments and locking mechanisms.

5.11 **Welwyn Hatfield Access Group** - Request that this application be considered subject to the standards and criteria outlined in the current District Plan.

5.12 **Council Housing Department** - The units and tenure for this scheme was discussed and agreed with Housing at an early stage. *The proposal incorporates a number of*

high quality design features such as Lifetime Homes, Secure by Design and "very good" Eco Homes rating. The development enables Housing to deliver one of the Councils Strategic Promises "to make sure people have a decent home" by providing much needed general needs and key worker affordable housing for the local people."

6 Discussion

- 6.1 **Residential Development** - Given that this is located within the urban area of Welwyn Garden City and allocated as a Housing Site within the District Plan there is no objection in principle to the site being redeveloped for residential purposes.
- 6.2 The boundary of the land designated as Green Belt to the south of Welwyn Garden City crosses the site and therefore a small area of the site to the South is located within the Green Belt. The proposal however provides much needed affordable housing within Welwyn Garden City and the proposal is not considered to have a harmful impact on the openness of the Green Belt in this location. This area of land is unmade and currently used as a carpark, there would be no loss of landscaping and the development as proposed retains the openness to the rear of the site facing out onto Stanborough Park. The area of Green Belt is small in size and the proposal will not result in harm to the openness of the Green Belt. The proposal is therefore considered to be acceptable in Green Belt terms and as the site has been identified as a housing site within the District Plan it is not considered necessary for the application to be referred to Go-East.
- 6.3 In relation to affordable housing the applicant intends to develop the site as 100% affordable housing. The development however is below the threshold which would usually require an element of affordable housing to be provided. As such it is not considered that a S106 Legal Agreement is necessary to the delivery of the scheme and it would not be a reason to refuse the scheme if an element of affordable housing were not to be provided. Notwithstanding this it has been confirmed by English Partnerships, who own the vast majority of the site, that under a Legal Agreement between themselves, Genesis and Paddington Churches Housing Association in relation to the sale of the land, the use of the site will be restricted to affordable housing only. Members must determine whether this is an appropriate safeguard to secure affordable housing in relation to the issues outlined above.
- 6.4 The principle of residential development is therefore acceptable on this site and my considerations must now turn to the issues of the appropriateness of the physical form of the proposal. This is particularly in terms of the character and appearance of the area, the impact on neighbouring properties and the compatibility of the proposals with the policies and standards of the planning framework provided by the local Development Plan.
- 6.5 **Existing Uses and Buildings within the Site** - It is noted that the existing buildings on the site are substantial structures of no architectural or historical merit. The existing Sea Cadets Corp building and the Community Workshop will both remain on the site until replacement facilities are available at the former Trades and Labour Club in Welwyn Garden City. Planning permission (ref: N6/2003/1640/FP) has been granted for the change of use of the Trades and Labour Club that will facilitate this relocation and the renovation of these buildings is now well under way. The existing community facilities will therefore not be lost.
- 6.6 The vacant Eastern part of the site is currently used as an informal car parking area with it principally being used to drop off and pick up children from the nearby school and for people accessing Stanborough Park. This car park is not formally laid out and

access to it is over land currently within the ownership of English Partnerships. Whilst previously the development of this site was dealt with as two separate applications, dealing with the housing development and car parking area independently, this application has combined the two elements within the development now proposed and plans showing the details of the replacement car park to be provided within the site have been included and will be discussed further below.

- 6.7 **Density and Dwelling Mix** - Policies H6 and H8 of the District Plan outline that development would be expected to be at a density that would be an economic use of the land and incorporate a mixture of dwelling type and tenure. This revised proposal incorporating the car park is for 21 units and results in an overall density of 46 dwellings per hectare. This falls within the 30-50 dwellings per hectare required by policy H6 of the District Plan. In addition the development comprises a mix of both houses and apartments and also has variation in the size of units proposed. Whilst concern has been expressed that the development does not include enough family dwellings, the development comprises a mix of both type and size of dwellings and the development is in accordance with the requirements of Policies H6 and H8 of the District Plan.
- 6.8 **Design and Layout of Development** - Policy D2 of the District Plan and the Supplementary Design Guidance makes clear the requirement that within Welwyn Garden City, all proposals for development will be required to reflect the established character of the built environment, in terms of its generous standards of landscaping and space, lower building densities, the formality of its layout and orderly grouping of buildings, and the uniformity of its architecture.
- 6.9 In this case the design and layout of the proposal is considered to result in a satisfactory density, whilst achieving a proposal that is compatible with the character and context of the surrounding area. The proposed development due to its siting, layout and design is considered to respect and relate to the established character of the built area and to respect the building densities, uniformity of architecture and established standards of landscaping and space that are identifiable within the locality.
- 6.10 The proposal is considered to reflect attributes of the existing street scene and contains formality and symmetry typical of Welwyn Garden City coupled with properly integrated landscaping in accordance with the requirements of District Plan Policy. The proposal achieves a sense of what is public and private space in a manner that is sympathetic to the sites location. The front boundary of the site fronting Lemsford Lane is to be in the form of a hedge to provide a soft boundary to the existing street scene and the other boundaries within the site, which is considered appropriate.
- 6.11 The houses and apartments have been designed and arranged to reflect the details and layout of the immediate and surrounding area in which they are located. The apartment building fronting Lemsford Lane is set back from the highway by 12 metres and has been designed to be of a simple design with detailing and materials to match other developments in the locality. Whilst the development will be higher than the existing single storey buildings on the site it is not considered that the development will be excessive in terms of height and will not appear over dominant. The development does include a three storey element at the front of the site however the ridge of this part of the building is approximately 1.5 metres higher than the ridge of the adjoining dwellings within the Bloors Homes development. The development is set back at least 12 metres from the edge of the road and the second floor is partially located within the roof of this block with windows that cross the eaves. These semi-dormer windows are not uncommon features within the area and are considered to be acceptable. The three storey element is a central feature which is flanked on both sides by two storey

elements which further reduces the impact and results in a building fronting the highway which is sympathetic to the spatial pattern and visual amenities of development within the locality

- 6.12 The development ensures a good density of development within this location whilst securing an appropriate level of open space within the site. The footprints of the buildings have been kept simple reflecting the surrounding built form and the buildings have been designed to respect the architecture of the locality whilst taking the gradual slope to the rear of the site into account.
- 6.13 The fenestrations of all the houses and apartments has been given close attention to respect that of the existing built form within the area and the fenestration and glazing detail is in character with the recent developments within Lemsford Lane and properties within the surrounding area. Materials and architectural detail such as porches, canopies and door surrounds have been selected to be sympathetic to the character provided by the surrounding area and the main areas of tile hanging proposed to the front elevations of the apartments fronting onto Lemsford Lane and the terraced row of dwellings have been removed so that the properties are more in keeping with the character and appearance of the immediate locality. Overall it is considered that the development relates to the character and context of the area in a positive manner.
- 6.14 The Crime Prevention Officer has requested locking mechanisms to be fitted to some gates within the development. This matter however would be for private individuals to pursue and would not be sufficient reason to refuse the application.
- 6.15 **Neighbouring Uses** - The nearest residential properties are those of the new Bloor Homes site which is separated from the west boundary of the application site by a small access road to the Air Training Corps huts to the rear. The Bloor Homes site is a development of two storey dwelling houses and apartments and the nearest residential units would be separated by some 8 metres from the flank walls of the nearest new apartment building and there are no windows to habitable rooms located in this flank. The rear elevation of apartment Block 3 faces towards the Bloor Homes site, however this block is only two storey in height and the separation distance between these apartments and the closest residential units within the Bloor Homes site is a minimum of 22 metres. Given these separation distances, the existence of the access road between the sites and existing mature landscaping which is to be retained, it is believed that the separation distances, location and orientation of the new dwellings will not adversely affect the residents of the properties within the Bloor Homes site.
- 6.16 In relation to the properties to the north of the site it is not considered that the development will detrimentally impact on the amenities of these properties. The properties of the north side of Lemsford Lane are separated from the proposed development by a minimum of 42 metres. Between the development and the properties opposite are located substantial trees on both sides of Lemsford Lane. As such, whilst the development for some part is three storey in height, it is not considered that the proposal will result in an unacceptable loss of privacy or loss of light to the properties to the north of the site. Whilst the development is undoubtedly taller than the existing single storey buildings on the site and will reduce the existing views towards Stanborough Park, due to the separation distance and relationship of the proposed development and neighbouring properties the development will not appear unduly dominant.
- 6.17 **Proposed Replacement Car Park** – This element of the proposal is required to provide a replacement parking area following the redevelopment of the existing parking area

within this site and the recognised need for a parking area within this vicinity for the users of Stanborough Park and Stanborough School.

- 6.18 The development has been redesigned so that the housing development and car park are contained almost within the land designated as a housing site. A small area of the replacement car park does however extend to the east of this designated area. The car park will extend a further 6 metres along the highway to the east of the site outside of the housing site designation and a further 13 metres back into the site. This area however is not designated within the District Plan, but does contain a mix of trees and shrubs which are important in terms of amenity. Whilst the development of the parking area requires the felling of a couple of trees within the area, the Council Arborist has stated that there is no objection to their removal. Whilst the loss of the individual trees is regrettable, as the majority of the group will be unaffected by the works, the visual amenity provided by the trees and their contribution to the character and appearance of the area will not be unacceptably affected. Whilst the plum hedge screening at the front of the site will be lost, a replacement hedge ensured through a landscaping condition, will provide a suitable and sufficient boundary treatment at the front of the site. Whilst the Crime Prevention Officer recommends the erection of a 2.1 metre high anti-climb fence around the perimeter of the site this is not considered to be acceptable in relation to the character and appearance of the area. The low level screening to the front of the site and the location of the car park to the front of the site will allow visibility and open views into and around the car park from the road and surrounding area improving natural surveillance and security. Appropriate lighting however would be required and details of this should be provided by means of condition.
- 6.19 The parking area provided is of an appropriate size comparable to the size of that to be replaced and such that it will not appear dominant within the streetscene or from Stanborough Park and will not encroach into the surrounding countryside or Green Belt. The provision of a separate access, subject to conditions, is acceptable in highway terms and as separated from the housing area should help to ensure its use by the general public. The resurfacing of the car park will represent an improvement to the existing facility and subject to the materials of construction being agreed this element will not have a detrimental impact within the streetscene.
- 6.20 **Highways Issues** –The proposal requires the enlargement of the central site access road located off Lemsford Lane, as well as a new access crossover proposed for the replacement public parking area located to the east of the site. The access road shown on the plans submitted is considered acceptable. The applicant proposes a Minor Access Road as required by current Highway Authority's specification. The proposed access is adequately distanced from the junction of Lemsford Lane and Stacklands, to meet the relevant requirements.
- 6.21 Whilst Highways have requested that a contribution be sought in relation to Sustainable Public Transport programs it is not considered that this contribution is reasonable in this case. A previous application for the residential development of the site was approved which proposed a greater number of residential units. This application did not seek a contribution in relation to highways and it is not considered that the current scheme is significantly different to warrant a different approach in this instance.
- 6.22 The proposed development is not an over intensification of the site and with the attachment of relevant conditions it is considered that that Lemsford Lane does have the capacity to accommodate the proposed development, and that the proposal will not prejudice the safety and operation of the adjoining highways. The level of parking

proposed within the residential element is considered to be acceptable in relation to the development proposed in this location and consistent with the Parking Standards.

- 6.23 In relation to the loss of the recycling facilities on the site there is alternative provision located within the town which is considered to provide suitable recycling facilities. In addition a mini recycling centre is proposed within the site for the residential dwellings and details of this can be conditioned.

7 Conclusion

- 7.1 It is considered that the proposal complies with the requirements of the District Plan by virtue of its design, layout, massing and appearance and furthermore that it constitutes an effective use of a previously developed site. The proposed development is acceptable and in accordance with national and local planning policies.

8 Recommendation

- 8.1 It is recommended that planning permission be granted in respect of application reference no. N6/2005/1517/FP subject to conditions:

1. SC01 Standard time limit condition
2. SC19 (Materials to be submitted)
3. SC09 (Landscaping)
4. Prior to the commencement of the development hereby permitted, details relating to the protection of trees will be submitted to and approved in writing by the Local Planning Authority. The details should include plans of the actual line of the fencing to be erected, as well as the type of fencing to be used. The protective fencing is to be erected prior to the commencement of works on site (including demolition) and during the construction period on site no materials whatsoever shall be stored, fires started or service trenches dug underneath the crowns of the protected trees within the site. The fencing shall be retained in its approved position until the completion of development or unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the preservation of trees to be retained within the site to protect the character and appearance of the area and comply with Policy R17.

5. A visibility splay of minimum 4.5 metres x 90 metres shall be maintained in both an easterly and westerly direction from the highway boundary (Junctions of *Places, Streets and Movement – A good practice guide*) for the crossovers. Such visibility shall not be obstructed by any fencing or proposed development or landscaping under the control of the applicant, between a height of 0.6 m and 2.0 m above the carriageway (Standard 3.68 of Design Bulletin 32 – *Residential Roads and Footpaths*).

Reason: In the interests of Highway safety and efficiency and to demonstrate that the standard can be achieved.

6. A pedestrian visibility splay of 2.0m x 2.0m shall be maintained to the east and west from the entrance to the site as well as at the proposed new crossover for the replacement car park. Such visibility shall not be obstructed by any fencing or proposed development or landscaping under the control of the applicant, between a height of 0.6 m and 2.0 m above the carriageway (Standard 3.68 of Design Bulletin 32 – *Residential Roads and Footpaths*).

Reason: To ensure the proposed development does not prejudice the safety of pedestrians and operation of the public highway and that the proposal meets the requirements of *Roads in Hertfordshire – A Guide for New Developments*.

7. Before any other works of construction or site preparation are begun, the vehicular access hereby permitted shall be marked out and within 14 days of that marking out, it shall be constructed to base course level for a distance of 10m from the highway boundary.

Reason: To provide a satisfactory access into the site for construction traffic, in the interests of highway safety.

8. The development shall not be occupied until the crossovers, car parking and turning areas have been constructed, surfaced and permanently marked out. The car parking and turning areas so provided shall be maintained as a permanent ancillary to the development and shall be used for no other purpose at any time.

Reason: To ensure that adequate parking is provided at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along the adjacent highway, or the amenities and convenience of existing local residents and businesses.

9. Before development commences, additional layout plans, drawn to an appropriate scale, must be submitted and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which clearly demonstrate the altered T-junction is constructed and contains the features required of a Minor Access Road, as per *Roads in Hertfordshire – A Guide for New Developments*.

Reason: To ensure that the modified access meets the current standards, as required by *Roads in Hertfordshire – A Guide for New Developments*.

10. Before development commences, additional layout plans, drawn to an appropriate scale, must be submitted and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which clearly demonstrate the spine road is constructed and contains the features required of a Minor Access Road, as per *Roads in Hertfordshire – A Guide for New Developments*.

Reason: To ensure that the modified access meets the current standards, as required by *Roads in Hertfordshire – A Guide for New Developments*.

11. Before development commences, additional layout plans, drawn to an appropriate scale, must be submitted and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which clearly demonstrate the remainder of the internal road network is constructed and contains the features required of a Shared Surface Road, as per *Roads in Hertfordshire – A Guide for New Developments*.

Reason: To ensure that the modified access meets the current standards, as required by *Roads in Hertfordshire – A Guide for New Developments*.

12. Prior to the commencement of development, details of the method of washing of vehicle wheels exiting the site shall be agreed in writing with the Local Planning Authority, in

consultation with the Highway Authority, and the agreed method shall be operated at all times during the period of site works.

Reason: In the interests of Highway safety and efficiency.

13. SC25 Ground Levels

14. Construction work at the site shall only take place between the hours of 8am and 6pm Monday to Friday, and 8am and 2pm on Saturdays and not at all on Sundays or Bank Holidays.

Reason: To safeguard the residential amenities of the occupiers of those properties adjoining the site from undue noise and disturbance during the construction of the development

15. SC38 (Removal of Permitted Development Rights (Schedule 2 Part 1 Classes A, B, C, D, E and F and Part 2 Class A and B)).

Reason: In order to enable the Local Planning Authority to control development which could have a harmful impact upon the architecture and design of the development and to ensure that the dwellings retain a reasonable area of private amenity area, and comply with Policy D1, D2 of the Welwyn Hatfield District Plan and the Supplementary Design Guidance.

16. Notwithstanding the submitted plans hereby approved, details of bin and cycle stores shall be submitted to and approved in writing by the Local Planning Authority and shall be provided prior to first occupation of the units that they will serve and retained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the acceptable appearance of the development and to ensure the retention of cycle storage and refuse facilities.

17. Prior to first occupation of the dwellings hereby approved, each house shall have a composting unit within its garden area and a rain water butt, details of which are to be agreed in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To assist in providing a sustainable development in line with Policy SD1.

18. No development shall take place within the site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: The site lies in close proximity to Area of Archaeological Significance No. 11 where there is a reasonable likelihood of the discovery of significant archaeological remains and to comply with R29 of the Welwyn Hatfield District Plan 2005.

19. No construction work shall take place outside of the hours 07.30 – 19.00 Monday to Friday, and 08.00 – 17.00 on Saturday with no work taking place on Sundays or Public and Bank Holidays.

Reason: In order to prevent work at unsociable hours, and in order to protect the amenity of occupiers of residential property in close proximity to the application site and to comply with the requirements of R19 of the Welwyn Hatfield District Plan 2005.

20. No development shall take place within the development site until the applicant has provided a methodology and plan indicating the arrangements to be made during the construction process for on-site parking, loading and unloading of materials, storage of materials and provision of site accommodation which has been submitted by the applicant and approved in writing by the Local Planning Authority. The plan and methodology so approved shall be implemented in full during the totality of the construction process.

Reason: In order to prevent work at unsociable hours, and in order to protect the amenity of occupiers of residential property in close proximity to the application site.

21. No development subsequent to the excavation of the foundation of each of the dwellings hereby approved shall be executed until setting out and finished floor levels of each dwelling has been inspected and agreed by the Local Planning Authority. Subsequent to that the development shall be continued as agreed in these respects, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the satisfactory appearance of the development, and to ensure a satisfactory relationship between features and buildings both on and off the site.

22. Both existing and proposed levels of the ground shall be shown on detailed plans and sections, which include finished floor levels of all buildings on the site. The plans shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development, which shall only be carried out in accordance with the approved plans.

Reason: To ensure the development is carried out at suitable levels, and to ensure a satisfactory relationship between features and buildings both on and off the site.

23. Before the development is commenced, a Phase 1 Assessment in respect to contaminated land shall be carried out to establish a historical record of the site that should establish whether there have been any potential contaminative uses on the site itself or nearby land; identify the presence of any receptors, existing and proposed; and establish whether the potentially contaminative use could impact on receptors at the site or its neighbourhood. This assessment shall then be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: To prevent pollution of the water environment.

24. Prior to the commencement of development details of the hardsurfacing materials to be used within the site will be submitted to and agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the details as agreed.

Reason: To ensure the character and appearance of the development is acceptable and comply with Policy D1 and D2 of the Welwyn Hatfield District Plan 2005.

25. Prior to the commencement of development details of the boundary treatments proposed shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the details as agreed.

Reason: To ensure the character and appearance of the development is acceptable and comply with Policy D1 and D2 of the Welwyn Hatfield District Plan 2005.

26. Prior to the commencement of development of the public car park a scheme of lighting within the public car parking area shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be completed on site in accordance with the details as approved unless agreed in writing by the Local Planning Authority.

Reason: To ensure an acceptable level of lighting within the car park and a scheme which will not be harmful to the character of the area or adjacent highway.

Informatives

1. Works to be undertaken on the adjoining Highway, shall be constructed to the specification of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire – A Guide for New Developments. Before proceeding with the proposed development, the applicant shall contact the Mid West Highways Area office to obtain their permission/requirements.

9 Reason for Approval

- 9.1 It is considered that the proposed development does not have an unacceptably harmful impact on residential amenity or the character of the area in which it is located as the development proposed is in keeping with the character and appearance of the surrounding area in terms of scale and design, does not result in unacceptable overlooking or loss of privacy and does not have any unacceptably dominating impact with regard to neighbouring uses.

Chris Conway, Chief Planning and Environmental Health Officer

Date: 2 March 2006

