

WELWYN HATFIELD COUNCIL
PLANNING CONTROL COMMITTEE
13th MAY 2004
REPORT OF THE CHIEF PLANNING &
ENVIRONMENTAL HEALTH OFFICER

PCC 13.05.04
PART 1
ITEM NO
FOR DECISION
CPEHO

S6/2004/220/DE
ERECTION OF 60 DWELLINGS INCLUDING 18 AFFORDABLE HOUSING
DWELLINGS WITH ASSOCIATED PARKING, DRIVES, ROAD AND ACCESS
(RESERVED MATTERS PURSUANT TO OUTLINE PERMISSION S6/1999/1064/OP)
LAND AT SALISBURY VILLAGE PHASE 3, OFF CUNNINGHAM AVENUE,
HATFIELD AERODROME, HATFIELD

APPLICANT: GEORGE WIMPEY SOUTH MIDLANDS LTD

(Hatfield North)

1.0 INTRODUCTION

- 1.1 Planning permission in outline for residential development on the former Hatfield Aerodrome site was granted on 29th December 2000 under reference S6/1999/1064/OP, as part of the permission for the overall development of the site. The outline permission reflects the land use allocations and scale of development detailed in the Hatfield Aerodrome Supplementary Planning Guidance (SPG) adopted in November 1999.
- 1.2 Members may recall that in February 2002 the then Planning Control Board considered and approved a Development Framework Plan and Design Statement for the residential part of the Hatfield Aerodrome development. This was followed, on 14th March 2002, by the approval of three reserved matters applications for the first phases of development by Bovis Homes for 124 dwellings and their second phase on 23rd October 2003 for 322 dwellings. The first part of the Bryant Phase 2 development, adjoining Central Park, was approved on 8th May 2003 for a further 74 dwellings. The principal residential spine road serving the main part of the new residential area has now been constructed.
- 1.3 The current reserved matters application, relates to land north of Bovis Phase 1 and west of Bryant Phases 1.1 and 1.2. It is indicated as a portion of Phase 3 on the approved Development Framework Plan and is submitted as an alternative to the approved Bovis layout. The application site adjoins the Green Belt to the west. The principal east-west cycleway and footpath (Green Corridor) link from Comet Way and the proposed District Centre to the Green Belt and Ellenbrook Park is located on the northern border of the current application site.
- 1.4 The application gives details of siting, design and external appearance of, and means of access to, 60 new dwellings ranging from 1 bedroom to 4 bedroom in size. The units are principally a mixture of flats and houses at two and three

storey height. Parking is provided in garages and driveways on plot for the larger units and in parking courtyards for the flats and affordable dwellings. A limited amount of public open space is provided as road verge on Cunningham Avenue. Two large open spaces, identified in the Development Framework Plan, are however located immediately to the north and to the east and are easily accessible.

2.0 RELEVANT POLICIES

- 2.1 Welwyn Hatfield District Plan Alterations No 1 (1998)
British Aerospace inset

Welwyn Hatfield District Plan Review (revised deposit version, June 2002)
Policy HATAER1 – Sustainable Development of the Site
Policy HATAER2 – Mixed Use

Hatfield Aerodrome Supplementary Planning Guidance – November 1999

Hertfordshire Structure Plan Review 1991 - 2011
Policy 1 – Sustainable Development
Policy 2 – Design and Provisions of Development

Hertfordshire Structure Plan Alterations 2001 – 2016 (Deposit Draft Feb. 2003)
Policy 1 – Sustainable Development
New Policy – Making Development More Sustainable
New Policy – Design and Quality of Development

- 2.2 Central Government Planning Policy Guidance Notes: No 3 (Housing – 2001),
No 13 (Transport – 2001)

3.0 PUBLICITY AND REPRESENTATIONS

- 3.1 The application was originally advertised in the local press and by site notice. Letters were also sent to Hatfield Garden Village and Ellenbrook Residents Association.
- 3.2 No comments have been received from residents or the Hatfield Town Council. The comments of the Welwyn Hatfield Access Group have been noted.
- 3.3 The comments of Hertfordshire Highways have been taken into account when assessing the proposed layout, and are discussed where appropriate below. The comments of other technical consultees were considered at outline stage and dealt with by condition (eg. requiring submission of drainage details). Neither the Environment Agency nor Thames Water have any objections or specific additional comments to make in respect of this reserved matters application.

4.0 DISCUSSION OF PROPOSALS

- 4.1 In assessing the detailed proposals contained in this application I have had regard to the guidance contained in the Hatfield Aerodrome SPG (particularly Chapter 13 – Area Brief – Residential) concerning housing mix, density, permeability, surveillance, visual continuity and enclosure, and variation in roof height. Advice in PPG3 on housing densities and parking standards have also

been taken into account, as well as advice in PPG13 on parking and accessibility.

- 4.2 The proposals are in accordance with the previously agreed Development Framework Plan, which specifies relatively high densities along the main spine road and transport routes, declining to lower densities towards the Green Belt boundary, to provide a softer and more informal edge to the adjoining Ellenbrook Park area. Average density would be approximately 37 dwellings per hectare, in the following mix: 1-2 bedroom units – 27%, 3 bedroom units – 13%, 4 bedroom units – 60%, 5-6 bedroom units – 0%. The proportion of 3 bedroom units is less than, and the number of 4 bedroom units greater than, that which is envisaged in the SPG for the overall development. When considered together with other phases, however, the overall mix of unit sizes is not radically different from that specified in the SPG.
- 4.3 A total of 18 units in the current application are shown as affordable housing. This equates to 30% of the total which is in accordance with requirements. The affordable element on this Phase comprises two 1 bedroom flats, four 2 bedroom houses, eight 3 bedroom houses and four 4 bedroom houses. The Council's Housing Officers are generally satisfied with the mix of units offered.
- 4.4 There are several important urban design features in this phase of development which are reflected in the submitted proposal. The frontage to the Green Corridor is composed of 2 storey houses, some with loft accommodation and some without, in keeping with the units already approved by Bovis Homes to the north. On the north eastern corner an 'L-shaped' flat block, in conjunction with a flat block previously approved to the north, serves as a gateway feature for the main pedestrian – cycleway (Green Corridor) linking the Green Belt area with the proposed District Centre. Straddling this route and to the north a substantial open landscaped space is proposed which would allow visual interaction between the development and the Ellenbrook Park adjoining. The road design facilitates ease of access for pedestrians both to the Green Corridor and Ellenbrook Park.
- 4.5 Wherever possible, the same principles which have guided the negotiation of earlier phases have been applied to the current proposal, in terms of trying to create active street frontages to both roads and cycleways, with a variety of roof heights, and the use of house types to create character areas within the development. The minor roads and vehicular access to dwellings, together with the parking courtyards, have been refined following consultation with the Highway Authority, and designed with speed control in mind. Given the advice in PPG3, and the intention to maximise use of alternative means of transport to the car, a limited reduction in the parking standards below the SPG maximum standards has been accepted. All private residential units are shown with two on site parking spaces consisting of a single garage and one tandem parking bay and the flats and affordable residential units are provided with one allocated parking space in parking courtyards.
- 4.6 Although indicative areas for planting are shown throughout the scheme, a fully detailed landscaping scheme has not been submitted. This would need to be the subject of a condition on any approval granted. In respect of sustainability issues, which form a central part of the SPG for the Aerodrome development, the sustainability statement submitted at the time of approval of the Development Framework Plan applies to the implementation of this phase.

5.0 CONCLUSION

- 5.1 Having assessed the submitted details in respect of the siting, design, external appearance and means of access to this part of the residential development at Hatfield Aerodrome, I am satisfied that they are appropriate and should give rise to a high standard of development in keeping with the aims of the Hatfield Aerodrome SPG as expressed through the previously approved Development Framework Plan and Design Statement. If members are minded to approve these details, conditions should be imposed to deal with the submission of materials and landscaping details. The provisions of the Section 106 Agreement attached to the outline planning permission continue to apply to this development.

6.0 RECOMMENDATION

- 6.1 I recommend that the reserved matters of siting, design, external appearance and means of access are approved in respect of application S6/2004/220/DE, pursuant to the outline planning permission S6/1999/1064/OP, subject to the following conditions:

1. SC19 MATERIALS – DETAILS TO BE SUBMITTED

2. Reserved matters have not been discharged in relation to landscaping, and a full landscaping scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of development and the approved scheme shall be subsequently implemented in accordance with Condition 6 of outline planning permission S6/1999/1064/OP dated 29th December 2000.

REASON: To enhance the visual appearance of the development.

3. Prior to the commencement of development, details of suitable gateway features at all boundaries of adoptable highway with private drives shall be agreed in writing with the Local Planning Authority and the agreed features shall be constructed in full, prior to the first occupation of any dwellings served off the sections of road to which they relate.

REASON: In the interests of pedestrian and highway safety.

7.0 SUMMARY OF THE REASONS FOR THE GRANT OF PERMISSION

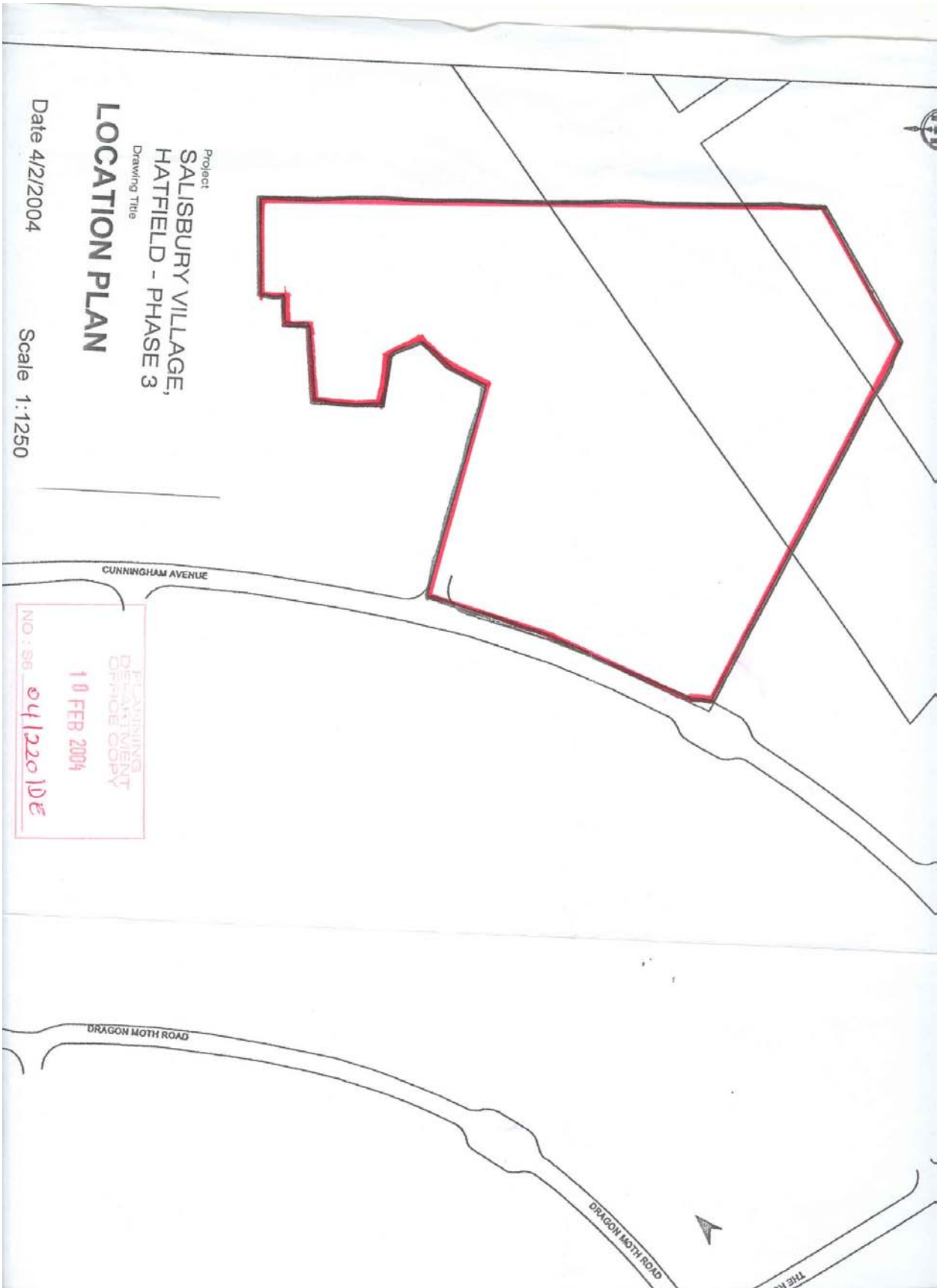
It is considered that the proposed residential development in terms of siting, design, external appearance and means of access is appropriate and should give rise to a high standard of development in keeping with the aims of the Hatfield Aerodrome SPG as expressed through the previously approved Development Framework Plan and Design Statement.

Informative

No development shall commence until the details of a system for minimising the quantity of water drawn from the public supply have been submitted to and approved in writing by the local planning authority in order to reduce the impact of the development on the water environment in the interests of sustainable development.

Background Papers

Applications S6/1999/1064/OP, S6/2004/220/DE



Date 4/2/2004

Scale 1:1250

Project
**SALISBURY VILLAGE,
HATFIELD - PHASE 3**
Drawing Title
LOCATION PLAN

PLANNING
DEPARTMENT
OFFICE COPY
10 FEB 2004
NO: S6 04122010E

CUNNINGHAM AVENUE

DRAGON MOTH ROAD

DRAGON MOTH ROAD

THE ROAD