

## DELEGATED REPORT

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<b>APPLICATION NUMBER</b>	S6/2004/1143/FP
<b>LOCATION</b>	The Hangar, Astwick Manor, Coopers Green Lane, Hatfield
<b>PROPOSAL</b>	Formation of 14 x 2 bedroom flats, 4 x 2 bedroom houses and 8 x 3 bedroom houses together with access road, car parking leisure and servicing facilities

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### THE SITE

Astwick Manor is a Grade II Listed building set in extensive grounds (2.6 Hectares) and which was used in the past as an aeronautical training establishment. The site comprises the listed Manor with an attached accommodation block, constructed in the 1950s to provide additional on-site residential accommodation for students, and the former aircraft hangar itself, which is a utilitarian structure located to the western side of the site.

Planning permission was granted in 2003 for the conversion of the hangar, together with the accommodation block, into a total of 24 residential units (S6/2003/380/FP). To date this permission has not been implemented. Listed building consent was granted for the conversion of listed manor itself into six residential units in 2003 (S6/2002/1325/LB) and, more recently, planning permission and listed building consent have been granted for the conversion of the accommodation block into one 1 bedroom and five 2 bedroom apartments (S6/2004/0873/FP and S6/2004/0849/LB).

### THE PROPOSAL

The application seeks consent for the re-cladding and re-roofing of the hangar and the conversion of the internal space into 26 residential units comprising 14 x 2 bedroom flats, 4 x 2 bedroom houses and 8 x 3 bedroom houses. The accommodation is to be on three levels with a central open atrium with two access stairwells. The two single storey structures currently attached to the hangar, namely a toilet block on the eastern side and a boiler house on the western side, are to be demolished.

Permission is also sought for the creation of car parking areas together with a tennis court to the south east of the hangar building, and an underground gas tank and sewage treatment plant as indicated on drawing 24903/200A.

A letter provided by the applicant supplies the following supporting information:

*"The conversion retains the existing main structural columns and the existing masonry envelope which is as you know stepped. The lightweight cladding which sits above the existing walls is removed, as this would be difficult to retain especially with the recent very stringent requirements of Parts E and L1 of the Building Regulations. These elements above the existing walls are, therefore, essential replacements to the existing structure which otherwise, and for various reasons, would not comply with existing constructional and health and safety requirements. The site layout shows all car parking for the entire site together with the various leisure and servicing facilities.*

*I would add further that the floor area information required on the application form is this situation is misleading. The use of the structure as a hangar made height in a single storey essential. A single dwelling does not require such a height and consequently three levels of dwellings can be accommodated within the hangar height. A more realistic comparison is volume where the existing hangar comprises approximately 8679 cubic metres and the conversion 6932.65 cubic metres."*

Details of external materials are to be agreed at a later stage.

## **PLANNING HISTORY**

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|-----------------|--|
| S6/2002/1320/FP | Demolition of outbuildings, aircraft hangar and residential block, conversion of listed building to six residential units and construction of 15 dwellinghouses and 8 apartments.<br><i>Refused (Appeal Withdrawn)</i> |
| S6/2002/1325/LB | Conversion and refurbishment of listed building to form six residential units and demolition of accommodation block.<br><i>Granted listed building consent</i>   |
| S6/2003/0308/FP | Conversion of listed manor into six residential units and provision of car parking.<br><i>Granted</i>  |
| S6/2003/0380/FP | Conversion of accommodation block and hangar into 24 residential units<br><i>Granted</i>   |
| S6/2003/1116/FP | Demolition of hostel wing and 3 outbuildings and erection of building containing 4 x two bedroom flats and folly building containing 1 residential unit.<br><i>Not determined</i>                                      |
| S6/2004/873/FP  | Alterations and conversion of building [Accommodation Block] into one 1 bedroom and five 2 bedroom apartments with 12 car parking spaces.<br><i>Granted</i>  |
| S6/2004/849/LB  | Conversion of building [Accommodation Block] into one 1 bedroom and five 2 bedroom apartments with 12 parking spaces<br><i>Granted listed building consent</i>   |

## **SUMMARY OF RELEVANT DEVELOPMENT PLAN POLICIES**

Planning Policy Guidance Note 2 (PPG2): Green Belts  
Planning Policy Guidance Note 15 (PPG15): Planning and the Historic Environment  
Planning Policy Statement 7 (PPS 7): Sustainable Development in Rural Areas

Hertfordshire Structure Plan Review 1991- 2011:  
Policy 5: Green Belts

## Policy 38: Critical Capital and Other Environmental Assets

Hertfordshire Structure Plan Alterations 2001- 2016 (Deposit Draft Feb 2003):

Policy 5: Green Belts

Policy 38: Critical Capital and Other Environmental Assets

Design and Quality of Development (new policy)

Welwyn Hatfield District Plan Alterations No 1, 1998:

GB1 – Metropolitan Green Belt

BEV15 – listed buildings

BEV 16 – Alternative uses for listed buildings

CR11 – Reuse of buildings in the countryside

Welwyn Hatfield District Plan Review Deposit Draft, June 2002:

GBSP1 – Definition of Green Belt

D1 – Quality of Design

D2 – Character and Context

RA1 – Development in the Green Belt

RA19 – Reuse of rural buildings

R13 – Protection of Species

R23 – Works to Listed Buildings

R27 - Archaeology

Supplementary Design Guidance

Supplementary Planning Guidance – Parking Standards (Adopted January 2004)

## REPRESENTATIONS

### Neighbouring occupiers:

The application was advertised by neighbour notification letter and by the display of a site notice. No responses from third parties have been received.

### Parish Council:

Hatfield Town Council comment that it is noted that this application increased the number of residential units from 18 approved under S6/2003/380/FP to 26. Whilst not objecting to the proposal wish to see at least the same conditions applied to any consent as applied to S6/2003/380/FP and an additional requirement for full details of the finish of the building to be approved before work commenced.

### Environment Agency:

The Agency states that it is unable to respond to this planning consultation.

### Thames Water:

Does not have any objection to the planning application with regard to sewerage infrastructure.

### Hertfordshire Highways:

Advise that planning permission shall be granted subject to the completion of a Section 106 Agreement between the Applicants, Welwyn Hatfield Council and Hertfordshire County Council to secure the following:

- A financial contribution of £19,000.00 towards Sustainable Public Transport programs.

Advises that any permission shall include conditions as outlined below:

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.

Reason - Condition 1 above is required to ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway.

2. A visibility splay of minimum 4.5 metres x 90 metres must 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 crossover. 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 - Condition 2 above is required in the interests of Highway safety and efficiency and to demonstrate that the standard can be achieved.

3. A pedestrian visibility splay of 2.0m x 2.0m is to be maintained to the east and west from the entrance to the site. 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 - Condition 3 above is required 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*.

4. Development shall not commence within the application site until the proposed access has been constructed to the specification of the Highway Authority and approved in writing by the Local Planning Authority.

Reason - The above condition is required to ensure the access is constructed to the current Highway Authority's specification.

5. 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 proposed 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 - Condition 5 above is required to ensure that the modified access meets the current standards, as required by *Roads in Hertfordshire – A Guide for New Developments*.

6. 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 - Condition 6 above is required to ensure that the modified access meets the current standards, as required by *Roads in Hertfordshire – A Guide for New Developments*.

7. 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 - Condition 7 above is required to ensure that the modified access meets the current standards, as required by *Roads in Hertfordshire – A Guide for New Developments*.

8. 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 - Condition 8 above is required in the interests of Highway safety and efficiency.

9. On-site parking shall be provided for the use of all contractors, sub-contractors, visitors and delivery vehicles engaged on or having business on the site in accordance with details to be agreed in writing with the Local Planning Authority before the commencement of site works.

Reason - Condition 9 above is required in the interests of Highway safety and efficiency.

10. There shall be no beneficial occupation of the development until the agreed works, have been constructed to the specification of the Highway Authority and the Local Planning Authorities satisfaction.

Reason - Condition 10 above is required to ensure that access is completed before users of the dwellings occupy the properties and have adequate highway access.

The Highways Authority also comment that the application should be read together with DP066/03 & DP180/03, which deals with the horizontal alignment of Coopers

Green Lane and the proposed upgrade to the existing access/junction to Astwick Manor.

The proposal involves a residential development of 26 dwelling units at The Hanger, Astwick Manor off Coopers Green Lane, Hatfield. The Astwick Manor site is located to the west of Hatfield on a Local Distributor road, locally known as Coopers Green Lane. Coopers Green Lane has no footways and has a 60mph speed limit.

The proposal includes 52 car parking spaces. All parking bays meet the required dimensions of *Design Bulletin 32 – Residential Roads and Footpaths*, standard 3.92, by having a minimum forecourt depth of 5.5m and having a width of 2.4 and a length of 4.8m. Planning Policy Guidance Note 3 (PPG3) recommends a maximum of 1.5 spaces per dwelling, therefore requiring up to a maximum of 39 parking spaces. Taking into account the proposed use and location of the property concerned, the proposed number of car parking spaces is therefore considered acceptable. Furthermore, in accordance with Design Bulletin 32, standard 3.55, manoeuvring is provided on-site for a pantechnicon. The car parking spaces and manoeuvring areas all meet the required design size and layout.

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. A Minor Access Road is a residential road with footways which gives direct access to dwellings and parking spaces in terms of *Roads in Hertfordshire - A Guide for New Developments*.

Visibility splays need to be provided and maintained, as per the conditions above, in the interests of highway and pedestrian safety. It is believed that these can be achieved from the proposed access.

Therefore, upon assessment of the above application, the Highway Authority concludes that with the inclusion of the above conditions, the proposal will not prejudice the safety and operation of the adjoining highways

**Environmental Health:**

In the light of the previous use of this site for training BAE engineers, would recommend that standard contaminated land condition is imposed on any permission.

**County Archaeologist:**

The site is situated within an Area of Archaeological significance (No 16) as designated in the Local Plan. This notes that Astwick Manor was a medieval moated site. The site includes early and mid twentieth century structures relating to the former Hatfield Aerodrome. Such Industrial Age buildings have been noted as being of importance and as facing a high rate of loss through redundancy, demolition and conversion in regional archaeological research agendas (East Anglian Archaeology occasional paper 8, 2000).

With the above in mind and in accordance with the advice contained in PPG16 (paras 21 and 22), PPG15 (para 2.11) and the Local Plan policy on the historic environment (archaeology), recommend that the applicant should provide further information regarding the impact of the proposal before the application is determined. This additional information should comprise the results of the following investigations:

1. an archaeological evaluation of the site in the form of trial trenches

Once the results of this programme of investigations are available, then will be able to advise as to the likelihood of the development impacting on significant archaeology and, therefore, if necessary, the mitigation strategies required. These may include:

1. the preservation of any remains *in situ*, if warranted;
2. an appropriate archaeological excavation of any remains before any demolition or development commences on the site, with provisions for subsequent analysis and publication of results;
3. the archaeological monitoring of the development's ground works (also including a contingency for the preservation or further investigation of any remains then encountered);
4. such other provisions as may be necessary to protect the archaeological interests of the site.

In terms of the proposal's impact on the hangar, already in position to be able to state what the appropriate mitigation measures are. These should comprise the archaeological recording of the hangar in its present state, prior to any alteration or development. This programme could be secured by an appropriately worded condition on any planning consent. If minded to grant consent, would recommend the standard model condition 55 of DoE circular 11/95 is included. These measures are reasonable and consistent with the applicable Local and Structure Plan policies on the historic environment and with the Government's guidance within PPGs 15 and 16. If the applicant wishes to continue the proposal, can provide a design brief detailing the requirements (for both pre and post determination procedures) and provided information on archaeological contractors who may be able to carry out the necessary investigations.

#### **BEAMS:**

On the basis of what has been approved (S6/2003/380/FP) and the preliminary sketches seen earlier, minded to recommend approve. The problem of how much is to be retained is for the planning authority to determine. If we agree to the minimalist approach shown on the elevations then these can be tied down with conditions to secure materials samples, windows doors details and external works such as glazing etc. Also maybe a methodology report on how steel frames etc are to be integrated into the new structure might.

#### **Welwyn Hatfield Access Group:**

Request that the application be considered subject to the standards and criteria outlined in the current District Plan and that planning approval is conditional on compliance with detailed access requirements. Also that application, where appropriate, is considered against criteria outlined in the Building Regulations Part M and BS8300 Part 8 Emergency Access.

#### **Housing Development Project Manager:**

As the application is over the 25 units or more threshold, approximately 30% of the units (8) will be for affordable housing. Keen to involve an RSL partner at an early stage in the delivery of the units.

## DISCUSSION

The main issues relate to the acceptability of the works proposed in terms of Green Belt policies, an assessment of the requirement for affordable housing, traffic and highways considerations, design matters including impact on the historical character of the Listed manor house, archaeology, impact on protected trees and protected animal species on the site, land contamination and drainage issues.

### Green Belt policy

The number of residential units to be provided through the conversion of an existing building in the Green Belt is subordinate in policy terms to an assessment of the nature of the conversion proposed. This proposal must be considered in the light of the previous planning permission (ref S6/2003/380/FP), part of which granted permission for the conversion of the hangar. This approval was for substantive works to the internal structure comprising the its subdivision to enable the creation of 18 residential units, together with alterations to fenestration and the replacement/refurbishment of existing external cladding.

Green Belt policies require that attention is paid to the ability to convert a building and any uncertainty with regard to the possibility of conversion needs to be weighed in the balance. The applicant states that the proposed conversion is to retain the existing main structural columns and that the lightweight cladding that sits above the existing walls is to be removed because this would be difficult to retain especially with the recent very stringent requirements of Parts E and L1 of the Building Regulations. It is asserted that these elements above the existing walls are, therefore, essential replacements to the existing structure, which otherwise, and for various reasons, would not comply with existing constructional and health and safety requirements.

Undoubtedly the re-cladding of the hangar would bring about a fundamental change to the external appearance of the structure. However, this change to the appearance of the structure is considered here not to be tantamount to a proposal for new build. The substructure (structural columns) and foundations are to be retained and the footprint of the structure will remain the same. The proposal, although resulting in a radical change to external appearance is no more akin to a substantial reconstruction of the building than was the case for the previous approval given that the "gutting" of the building was proposed then. The applicant points out that the floor area information on the application form in this situation is potentially misleading because the use of the structure as a hangar made height in a single storey essential. A single dwelling does not require such a height and consequently three levels of dwellings can be accommodated within the hangar height. Therefore it is recognised that a more realistic and relevant comparison is volume, whereby the existing hangar comprises approximately 8679 cubic metres and the conversion 6932.65 cubic metres. The re-cladding/re-roofing of the structure will not add to the bulk of the building and the increase in the number of residential units to be provided within the building envelope will therefore no more impact on the openness of this part of the Green Belt than the previously approved scheme.

It is considered that a hard-surfaced tennis court in the location proposed would not significantly impact on the openness of the Green Belt in terms of either its physical structure or its use, which is to be for low-intensity leisure activity relating to the residential use of the site. The applicant is to be advised, however, that planning



permission would be required for floodlighting and/or the erection of fencing above 2m in height that may be required for this tennis court.

The underground gas tank and sewage treatment plant proposed would not be visible and would therefore be acceptable in Green Belt terms.

### Design Issues

The present hangar building is considered an eyesore. It appears to be in a neglected state, has no aesthetic value and is incongruous particularly in the context of the nearby Listed Manor. As discussed at a pre-application meeting with the applicant, planning officers, and Russ Craig of BEAMS (2 April 2004), it was suggested that the structure would benefit from a fairly contemporary external design treatment that would be in complete contrast to the manor house and accommodation block. Indeed, it was suggested that with the substructure retained, a far more attractive curtain in brick and/or render would be welcome.

Supplementary Design Guidance advises that the context of the site is crucial and a clear appreciation of this in the design of development is the starting point for creating distinctive and attractive places. The design and layout of the development should be informed by the wider context, ie with regard not just to the neighbouring buildings, but also the townscape and landscape in the wider locality; this will help create a place that is valued and pleasing to the eye. Development should not be viewed in isolation from its location and surroundings.

Overall the proposal would bring about a significant visual enhancement of the site. The design of the re-cladding of the hangar building is considered to be sympathetic and will relate well to the works already approved to the listed Manor and accommodation block enabling these buildings to be used for residential purposes.

Taking into account the extant approval for the conversion of the hangar building, it is considered that although the re-cladding of the hangar as proposed would result in a change in the external appearance of the building to that of a 'minimalist' structure, this is acceptable subject to the imposition of conditions to require further information relating to detailed aspects of design and to secure the use of appropriate and high quality materials. As was the case with the previous approval, the removal of the unsightly single storey additions is welcomed.

### Affordable Housing requirements

Policy H7 (Affordable Housing) in the Revised Deposit District Plan specifies that within towns and specified settlements the Council will expect all proposals for residential development on sites of 1ha or more or with 25 units or more to include the provision of affordable housing. However, this site is not within either a town or specified settlement so the policy does not apply. Furthermore, in terms of the suitability criteria of affordable housing sites outlined in Circular 6/98, this site is not sustainable in that it has no local services and facilities and has poor access to public transport. For these reasons it would also not be possible to request a financial contribution for the provision of affordable housing elsewhere.

### Highways considerations

In terms of the proposed access and parking, the Highways Authority has not raised any objections, subject to the imposition of recommended conditions. It is considered satisfactory and reasonable here to impose the same highways conditions as were imposed on the previous consent (ie S6/2003/380/FP) given that the increase in the number of residential units (8) would not in itself bring about an unacceptable intensification of residential use as measured by traffic movements to and from the whole site. Works will be required to bring the access up to an acceptable standard as approved previously and these junction improvements will allow the visibility splays required by the highways authority to be achieved.

The level of parking spaces for residential development is dependant upon the site's accessibility to non-car modes of transport (its zone). Adopted Supplementary Planning Guidance on parking indicates that the maximum standards for residential development allow for a lower parking standard for sites in Zones 1 and 2, but otherwise no further zonal restraint needs to be applied. This site is within Zone 4. The proposal includes 52 car parking spaces and the highways authority considers this represents an adequate level of provision.

The highways authority has identified that Hertfordshire County Council has the potential to obtain £19,000 in financial contributions via a S106 Agreement for programmed or future highway schemes/studies in the area. This follows discussions between the highways authority and the applicants - the District Council was not party to such discussions. It is considered, however, that this requirement for a financial contribution would not be consistent with the previous (and relatively recent) planning approvals for residential conversions on the site, nor would it be reasonable to justify such contributions here for general highway schemes/studies in the area.

### Archaeology

The County Archaeologist recommends that the applicant should provide further information regarding the impact of the proposal before the application is determined in terms of the carrying out of trial trenching. It is considered, however, that it would not be consistent here to request such pre-development investigation because this proposal will not involve any more ground disturbance as was the case for the previous approved scheme. As a result it would be unreasonable to request ground archaeological investigations prior to a decision being made. It is consistent therefore to impose the same Archaeological conditions as were on the previous approval (ie S6/2003/380/FP).

### Protected Species

It is considered that the imposition of the same condition requiring the submission of a bat survey report as was imposed on the previous consent will be adequate for the purposes of this application.

### Land Contamination & Drainage

It is considered that the works proposed are no more substantial in terms of their impact on potentially contaminated land than was the case for the previous scheme. Therefore it is considered that the imposition of the same standard contaminated

land condition as was imposed on the previous consent will be adequate for the purposes of this application.

Thames Water does not have any objection to the planning application with regard to sewerage infrastructure. Condition 10 of S6/2003/380/FP is considered adequate here and is to be imposed on this consent.

## **CONCLUSION**

The proposal is considered to be acceptable, taking into account that planning permission has already been granted for the conversion of the hangar to residential use. The re-cladding of the hangar will, subject to conditions outlined above, bring about an improvement to the external appearance of the structure that will both enhance the visual appearance of the hangar and the setting of the Listed building. The proposals are not tantamount to new-build development given that the substructure and foundations of the building are to remain intact and so the scheme adheres to the policies relating to the re-use of buildings in Green Belt locations. The resulting structure will not further impact detrimentally on the openness of the surrounding Green Belt than the conversion scheme that has already been approved. The revised internal arrangements and addition of 8 units is not in itself sufficient a reason to warrant refusal given that it will not fundamentally result in an unacceptable level of intensification of residential uses relating to the site as a whole.

Subject to the imposition of necessary conditions, the proposal is acceptable and complies with the relevant adopted and emerging District Plan policies relating to traffic and highways considerations, design matters including impact on the historical character of the Listed manor house, archaeology requirements, impact on protected animal species, land contamination and drainage issues.

## **RECOMMENDATION**

That planning application S6/2004/1143/FP be APPROVED subject to the following conditions:

## **CONDITIONS**

1. SC01 – Standard time limit
2. The parking spaces shown on the plan hereby approved shall be provided and marked out prior to the occupation of any buildings on the site, and shall be retained and kept available for those purposes thereafter.

REASON: To ensure that adequate parking facilities are available within the site and that there is no detriment to the safety of the adjoining highways. To comply with with GEN 4 of the Welwyn Hatfield District Plan Alterations No1, 1998.

3. Prior to the commencement of the development there shall be submitted to and agreed in writing by the Local Planning Authority details of the improvement works to be carried out to the junction between the access road to the site and the Coopers Green Lane. Those works, shall be implemented

as agreed (or as subsequently agreed to be amended) prior to the occupation of the development involving the conversion of the hangar.

REASON: In the interests of highway safety. To comply with GEN 4 of the Welwyn Hatfield District Plan Alterations No 1, 1998

4. Prior to the commencement of the development there shall be submitted to and agreed in writing by the Local Planning Authority details of the sound and thermal insulation to be provided in the converted hanger building.

REASON: To ensure that it is certain that a conversion can be undertaken that will meet current building regulation requirements prior to work commencing. (Note - this condition does not require the submission of a Building Regulations application to the Local Authority or other organisation)

5. Prior to the commencement of the development there shall be submitted to and agreed in writing by the Local Planning Authority details of mitigation and other measures that will be implemented to ensure that the area remains a suitable habitat for bats both during construction works and thereafter. Once agreed, the measures shall be implemented as such.

REASON: To ensure that the habitat for the protected bat species is not harmed and is retained in the longer term. To comply with Policy R13 of Welwyn Hatfield District Plan Review Deposit Draft, June 2002.

6. Prior to the commencement of the development there shall be submitted to, and agreed in writing by the Local Planning Authority, details of a scheme of recording of the historical interest of the buildings proposed to be converted, including the details of the production of the record of that recording. Once agreed, the scheme shall be implemented and the record produced as agreed.

REASON: In order to ensure that any historical interest in the buildings that may be lost as a result of the conversion works, is recorded. To comply with Policy R27 of the Welwyn Hatfield District Plan Review Revised Deposit Version June 2002

7. Before the development is commenced an investigation of the site shall be carried out in accordance with BS 10175:2001 British Standards Institution Code of Practice, "The Investigation of Potentially Contaminated Sites" to identify possible contamination, and to assess the degree and nature of any contamination present. If a hazard or hazards are identified on the site from any form of contamination the results of the investigation shall be utilised to carry out a site specific risk assessment to consider risks to future users of the site, water resources, surrounding land and property, wildlife, cultivated trees and plants, building materials, and any other persons who may be affected. If the risk assessment identifies unacceptable risk or risks, a detailed remediation strategy containing measures necessary to remove, neutralise or isolate the contamination shall be provided. Details of such investigation, assessment and remediation measures shall be submitted to and agreed in writing with the Local Planning Authority before development commences and the development shall thereafter proceed and be completed in accordance with the approved details prior to occupation of any of the

dwellings unless otherwise agreed in writing with the Local Planning Authority. The presence of any significant unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the Local Planning Authority as soon as it is discovered.

REASON: To ensure that any site contamination is dealt with safely in the interests of preventing pollution of the environment, the health and safety of the public and users of the development. To comply with Policy R2 of the Welwyn Hatfield District Plan Review Revised Deposit Version June 2002.

8. Prior to the commencement of development there shall be submitted to and agreed in writing by the Local Planning Authority details of the means of foul and surface water drainage from the site. Once agreed those details shall be implemented as such and be made available for use prior to the occupation of the development.

REASON: In order to avoid pollution to the water environment and in the interests of public health. To comply with Policy R9 of the Welwyn Hatfield District Plan Review Revised Deposit Version, June 2002.

9. This permission does not extend to approval of the type, colour and finish of materials to be used for the external surfaces and roofing of the development as described on the application form and/or annotated on the drawings which are the subject of this permission. Samples of materials to be used on all external surfaces shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced on site. The development shall be carried out in accordance with the details so approved.

REASON: To ensure that the finished appearance of the building is satisfactory. To comply with Supplementary Design Guidance of the Welwyn Hatfield District Plan Review Revised Deposit Version June 2002.

10. No works shall be carried out on the site until details of external features such as doors and windows have been supplied to and approved in writing by the Local Planning Authority, and the work shall then be carried out in accordance with those details.

REASON: To ensure that the finished appearance of the building is satisfactory. To comply with Supplementary Design Guidance of the Welwyn Hatfield District Plan Review Revised Deposit Version June 2002.

Informative:

The applicant is advised that the permission hereby granted for the construction of the tennis court does not extend to the approval of any fence over 2 metres in height nor the approval of any floodlighting scheme. These will require separate planning approval from the Local Planning Authority.

**SUMMARY OF THE REASONS FOR THE GRANT OF PERMISSION/ CONSENT**

The proposal is acceptable and satisfies all relevant policies of the Hertfordshire Structure Plan Review 1991- 2011, Hertfordshire Structure Plan Alterations 2001-2016 (Deposit Draft Feb 2003) together with the Welwyn Hatfield District Plan

Alterations No 1 and emerging policies in the Welwyn Hatfield District Plan Review  
Revised Deposit Version June 2002 and Supplementary Design Guidance.

**DRAWING NUMBERS**

- 24903/200A
- 24903/201
- 24903/202
- 24903/203
- 24903/204

Signature of report writer.....

Date.....