

## **DELEGATED REPORT**

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<b>APPLICATION NUMBER</b>	S6/2004/1694/FP
<b>LOCATION</b>	Astwick Manor, Coopers Green Lane, Hatfield
<b>PROPOSAL</b>	External site works including construction of vehicle access ways and footpaths, parking areas, cycle stands, bin stores, tennis court, underground gas storage tanks and erection of entrance gates

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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).

Very recently, planning permission S6/2004/1749/FP has been granted for the conversion of the hangar into 26 residential units comprising 14 x 2 bedroom flats, 4 x 2 bedroom houses and 8 x 3 bedroom houses.

### **THE PROPOSAL**

Permission is sought for the construction of vehicle access ways and footpaths, the formation of car parking areas, erection of cycle stands and bin stores, the construction of a tennis court to the south east of the hangar building, erection of entrance gates and railings to the north east of the site and an the location of two underground gas tanks and a sewage treatment plant as indicated on drawing 24903/200C.

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

### **PLANNING HISTORY**

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. <i>Refused (Appeal Withdrawn)</i>
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S6/2002/1325/LB	Conversion and refurbishment of listed building to form six residential units and demolition of accommodation block. <i>Granted listed building consent</i>
S6/2003/0308/FP	Conversion of listed manor into six residential units and provision of car parking. <i>Granted</i>
S6/2003/0380/FP	Conversion of accommodation block and hangar into 24 residential units <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. <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. <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 <i>Granted listed building consent</i>
S6/2004/1143/FP	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. <i>Application withdrawn</i>
S6/2004/1749/FP	Formation of 14 x 2 bedroom flats, 4 x 2 bedroom houses and 8 x 3 bedroom houses together with access road, car parking and servicing facilities <i>Granted</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  
GB3 – Development in the Green Belt  
CR6 – Countryside Trees, Woodlands and Hedegrows

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

R13 – Protection of Species

R14 – Trees, Woodland and Hedgerows

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 display of a site notice on 23 November 2004.  
No responses from third parties have been received.

### **Parish Council:**

No comments received from Hatfield Town Council.

### **Environment Agency:**

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

### **Thames Water:**

Not consulted on this application but had no objections to planning application S6/2004/1143/FP with regard to sewerage infrastructure. The element of this application for an underground sewage treatment plant is the same as was proposed here.

### **Hertfordshire Highways:**

Advises that any permission which the Planning Authority shall give shall include the conditions set out below:

1. Before development commences, technical approval shall be acquired from Hertfordshire Highways for the proposed works to the junction at Coopers Green Lane.

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. The access road shall be constructed in a hard surfacing material from the edge of the carriageway (Highway) to the proposed Gates.

Reason - to prevent loose material from passing onto the public highway, which may be detrimental to the safety and operation of the highway.

The Highways Authority also comment that The applicant proposes external site works with regard to the construction of vehicle access ways and footpaths, parking areas, cycle stands, bin stores, tennis court, underground gas storage tanks and the erection of entrance gates, for the property concerned. 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 above mentioned application should be read together with previous Highway comments (Ref: S6/2003/380/FP), which deals with the horizontal alignment of Coopers Green Lane and the proposed upgrade to the existing access/junction to Astwick Manor.

Upon assessment of the above application, the Highway Authority concludes that with the inclusion of the above Highway Requirements, the proposal will not prejudice the safety and operation of the adjoining highways.

#### **Environmental Health:**

No adverse comments to make. Peter Hill is dealing with any issues relating to contaminated land (ie in relation to earlier consents on the site).

#### **BEAMS:**

In terms of the proposed entrance gates, no objection in principle but would hope to see details of the railings, piers and cappings. Perhaps these can be resolved by a condition.

I note that other matters are included, ie vehicle accessways, footpaths, parking areas, cycle stands, bin stores, tennis court and storage tanks. Very little information appears to have been submitted regarding hard surfaces, boundary walls/fencing/railings, details of the bin stores, cycle stands etc. Perhaps these matters can be covered by conditions.

#### **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

### **DISCUSSION**

The main issues relate to the acceptability of the external works proposed in terms of Green Belt policies, traffic and highways considerations, design matters, impact on protected trees and protected animal species on the site, land contamination and drainage issues.

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. The modest size and

number of bin stores and cycle stands and the gates/railings proposed would not impact on the openness of this part of the rural Green Belt.

The design of the gates and railings is acceptable in principal in this location (ie within the site and in relation to the Listed Manor house) subject to the submission and approval of further details of the railings, piers and cappings. Further details of the bin and cycle stores is also required.

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 recent planning consent S6/2004/1749/FP for the conversion of the hangar to residential units. Again, prior to commencement of the proposed works, highways improvement 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 24 car parking spaces and it is considered that these represent an adequate level of provision for the 6 residential units in the Manor house and the 6 apartments in the converted accommodation block. Furthermore, recent planning consents have also included the provision car parking spaces as follows:

S6/2004/873/FP & S6/2004/849/LB:

Conversion of Accommodation Block into 6 residential units: 12 spaces

S6/2004/1749/FP

Conversion of Hangar into 24 residential units: 52 spaces

It is considered that the external works proposed would not have any impact on protected species on the site.

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. Environmental Health comment that they are already dealing with issues relating to contaminated land with regard to the site in general. This is ongoing.

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 proposals are considered to be acceptable, taking into account existing planning permissions already been granted on the site, namely for the conversion of the manor house, accommodation block and the hangar to residential use. The proposals will not damage the setting of the Listed building and will not impact detrimentally on

the openness of the surrounding Green Belt. The proposals will not impact on the amenities of nearby residential properties (ie Astwick Manor Lodge).

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, land contamination and drainage issues.

## **RECOMMENDATION**

That planning application S6/2004/1694/FP be APPROVED subject to the following conditions:

## **CONDITIONS**

1. SC01 – Standard time limit
2. SC09 – Landscaping scheme- full permission
3. 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 GEN 4 of the Welwyn Hatfield District Plan Alterations No1, 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 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

5. 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.

6. 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.

7. Samples of materials to be used on all external surfaces, including car parking and hard surfaced areas, boundary walls/fencing/railings, 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 development is satisfactory. To comply with Supplementary Design Guidance of the Welwyn Hatfield District Plan Review Revised Deposit Version June 2002.

8. No works shall be carried out on the site until further details of external structures such as bin stores, cycle stores, walls/fencing/railings (including piers and copings) 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:

1. 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

Site location plan

1 x unlabelled A4 size (fence/railings elevation) at 1:50 scale

1 x unlabelled A3 size (fence/railings location) at 1:100 scale

24903/200C

Signature of report writer.....

Date.....