
Town Planning Statement

South Side, Shredded Wheat Factory



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Executive Summary

This Town Planning Statement relates to the redevelopment of phases 2 and 3 of the South Side site, Broadwater Road, Welwyn Garden City, which forms part of the wider former Shredded Wheat Factory site.

The site is positioned to the east of Welwyn Garden City train station and is currently clear of buildings following substantial demolition and clearance in connection with the implementation of planning permission 2018/0171/MAJ (as described fully below).

It is long established that the Former Shredded Wheat Factory site is an unrivalled development opportunity within the jurisdiction of Welwyn Hatfield Borough Council ('WHBC') to create a thriving, sustainable community which responds to modern demands by integrating the garden city philosophy with the very best in high quality 21st century design: The site is also allocated for comprehensive redevelopment within the Council's adopted and emerging planning policy and is a key gateway into central Welwyn Garden City from the east.

As part of the wider former Shredded Wheat Factory site, the application site benefits from an extant full planning permission (ref: 2018/0171/MAJ) granted in February 2019 (hereafter referred to as the '2019 Planning Permission'). The 2019 Planning Permission comprises the creation of a mixed-use quarter, including up to 1,340 residential dwellings in a mix of tenures, and 114 extra care homes, alongside supporting uses including health, community, office, leisure and retail. The 2019 Planning Permission site is separated into two parts, the 'North Side' and 'South Side'. The two sides of the site are split by Hydeway and fall into two land ownerships; the South Side is under the ownership of the Applicant, Metropolitan Thames Valley ('MTVH') while the North Side is under separate ownership of the Wheat Quarter Ltd. This application relates to phases 2 and 3 of MTVH's South Side.

MTVH has extensive experience of investing in building new homes, as well as also invest in the areas it operates in to create thriving, sustainable communities for the long term. Here MTVH will retain control of the land and the management of the site as a whole, as part of developing, retaining ownership and managing the homes on site.

MTVH is committed to the high quality delivery of new homes on this site: the 2019 Planning Permission has been lawfully implemented and is currently constructing its Phase 1, which will accommodate 208 affordable homes and is due for completion in 2022, and MTVH is committed to continuing the construction of its new Phase 2 proposals as quickly as possible.

MTVH believes there are opportunities on the remainder of its South Side land to meet the needs of more households than would presently be able to access those homes. MTVH's vision for the remainder of its land can be summarised as **more homes, more affordable homes and affordable homes that are more affordable**. MTVH believes its vision resonates with the ambitions of WHBC for its residents, and thinks that this site presents an especially sustainable opportunity to deliver this vision.

To begin the realisation of this vision, MTVH and its design team has prepared new design proposals for the site, within the framework of principles for the redevelopment of the site established through the site's allocation within adopted and emerging planning policy and a number of recent planning permissions. The Applicant and its professional team have held detailed pre-application discussions with officers at WHBC and have engaged extensively with the local community and key stakeholders and the proposals have responded to the

feedback received.

The new buildings' massing strategy integrates with the existing and emerging site context, which is one of significant change, improves legibility and wayfinding and respects the setting of local heritage assets. The development will retain garden city principles which underpinned the 2019 Planning Permission and provide good levels of amenity space for future residents and the public through a high quality landscaping scheme.

The new design proposals accommodate up to 721 homes, 286 more than the 2019 Planning Permission. This includes a minimum of 294 affordable homes, in a range of tenures, developed, owned and managed by MTVH.

This Town Planning Statement identifies a number of public benefits of the redevelopment, including:

- The redevelopment of a key, allocated brownfield site in a highly sustainable part of the borough.
- Delivery of a significant quantum of housing, which meets local needs and contributes to the Council's five year housing land supply, easing pressure for development in less sustainable parts of the borough.
- Early delivery of a significant quantum of affordable housing, which meets local needs.
- Provision of improved open space and public realm, including the Weave, a 3,745sqm public park and avenue of trees on Broadwater Road.
- High quality design.
- Enhancement of the setting of a listed building.
- Establishing new sustainable transport measures, including provision of a new Car Club available to residents and the wider community, a significant quantum of secure cycle parking for residents and visitors, and electrical vehicle charging points, supporting existing sustainable transport measures and locating homes so as to have access to sustainable transport measures.
- Off-site pedestrian and cycle improvements, including the reallocation of space to pedestrians and cyclists on Broadwater Road and Bridge Road and the refurbishment of the rail bridge to provide improved access to the railway and bus stations.
- Net biodiversity gain.
- Sustainable design, including a low carbon energy strategy.
- Socio-economic benefits, including significant direct job creation related to the development and significant additional local annual expenditure solely from the new homes' residents.
- Significant direct financial contributions paid by MTVH to local councils to strengthen local community infrastructure, including education and healthcare facilities.
- Sustainable transport initiatives, including provision of a new Car Club available to residents and the wider community,
- Establishing sustainable urban drainage to improve drainage in the area and reduce run off into neighbouring sites.

This planning application seeks planning permission for these new proposals and is submitted as a hybrid planning application whereby Phase 2 is submitted in detail (full planning application) and Phase 3 is submitted in outline; this means that in respect of Phase 3, with the exception of Access, the following matters are reserved for future approval: Layout, Scale, Appearance and Landscaping.

Town Planning Statement

South Side, Shredded Wheat Factory



This Town Planning Statement provides a background to the proposals and assesses the proposals in respect of relevant national and local planning policy and guidance.

For the reasons set out within the Statement, the proposals are considered to be acceptable in planning policy terms and offer the opportunity to deliver a range of benefits for the borough and surrounding community. Accordingly, the development proposals meet national and local objectives to achieve sustainable development and should be approved without delay in order to ensure the successful regeneration of this key brownfield site.

1. Introduction

- 1.1. This Town Planning Statement has been prepared by Savills on behalf of Metropolitan Thames Valley ('MTVH' or 'the Applicant') in support of the hybrid planning application submitted to Welwyn Hatfield Borough Council ('WHBC') for the redevelopment of South Side, Broadwater Road, Welwyn Garden City ('the site') which forms part of the former Shredded Wheat Factory.
- 1.2. The site is positioned to the east of Welwyn Garden City train station and is currently clear of buildings following substantial demolition and clearance in connection with the implementation of planning permission 2018/0171/MAJ (as described fully below).
- 1.3. It is long established that the Former Shredded Wheat Factory site is an unrivalled development opportunity within the jurisdiction of WHBC to create a thriving, sustainable community which responds to modern demands by integrating the garden city philosophy with the very best in high quality 21st century design: The site is also allocated for comprehensive redevelopment within the Council's adopted and emerging planning policy and is a key gateway into central Welwyn Garden City from the east.
- 1.4. On 15 February 2019, full planning permission (2018/0171/MAJ) was granted for the creation of a mixed-use quarter at the former Shredded Wheat Factory site. The development comprised up to 1,340 residential dwellings in a mix of tenures, and 114 extra care homes, alongside supporting uses including health, community, office, leisure and retail (the '2019 Planning Permission'). The regeneration site is separated into two parts, the North Side and South Side. The two sides of the site are split by Hydeway and fall into two land ownerships; the South Side is under the ownership of MTVH while the North Side is under separate ownership of the Wheat Quarter Ltd.
- 1.5. MTVH has extensive experience of investing in building new homes, as well as also invest in the areas it operates in to create thriving, sustainable communities for the long term. Here MTVH will retain control of the land and the management of the site as a whole, as part of developing, retaining ownership and managing the homes on site.
- 1.6. MTVH has committed to delivering Phase 1 of its South Side with construction ongoing in accordance with the 2019 Planning Permission. Phase 1 will deliver 208 homes in a mix of three traditional affordable tenures, and a typical range of predominantly 1 and 2 bed homes. Construction is expected to be complete in 2022. For the avoidance of doubt, MTVH's Phase 1 is within the South Side but outside of the site for this application.
- 1.7. MTVH believes there are opportunities on the remainder of its South Side land to meet the needs of more households than would presently be able to access those homes. MTVH's vision for the remainder of its land can be summarised as **more homes, more affordable homes and affordable homes that are more affordable**. MTVH believes its vision resonates with the ambitions of WHBC for its residents, and thinks that this site presents and especially sustainable opportunity to deliver this vision.
- 1.8. To begin the realisation of this vision, MTVH and its design team has prepared new design proposals for the site, within the framework of principles for the redevelopment of the site established through the site's allocation within adopted and emerging planning policy and a number of recent planning permissions. The Applicant and its professional team have held detailed pre-application discussions with officers at WHBC

and have engaged extensively with the local community and key stakeholders and the proposals have responded to the feedback received.

1.9. This planning application seeks planning permission for these new proposals and is submitted as a hybrid planning application whereby Phase 2 is submitted in detail (full planning application) and Phase 3 is submitted in outline; this means that in respect of Phase 3, with the exception of Access, the following matters are reserved for future approval: Layout, Scale, Appearance and Landscaping.

1.10. This new planning application's description of development is provided below:

"Hybrid planning application comprising: Full planning application for 317 dwellings (Class C3) with associated access, parking, landscaping and other supporting infrastructure; and Outline planning application for up to 404 dwellings (Class C3) with all matters reserved except for access."

Supporting Documents

1.11. This Statement describes the application proposals in detail and relates them to the relevant planning policy framework. It should be read in conjunction with the accompanying Application Drawings, Environmental Statement ('ES') and a number of specialist reports which have been prepared to address the full range of planning considerations:

- Design and Access Statement prepared by ColladoCollins;
- Design Code – Phase 3 – Blocks 8 & 13 prepared by ColladoCollins;
- Environmental Statement prepared by Entran Ltd;
- Landscape Design Statement prepared by Bradley Murphy Design Ltd;
- Arboricultural Implications Assessment for Planning prepared by Bradley Murphy Design Ltd;
- Transport Assessment prepared by Entran Ltd;
- Energy & Sustainability Statement prepared by Norman Bromley Partnership;
- Affordable Housing Statement prepared by MTVH;
- Daylight and Sunlight – Impacts on Neighbouring Properties prepared by GIA Chartered Surveyors;
- Daylight and Sunlight – Internal Daylight, Sunlight and Overshadowing Report prepared by GIA Chartered Surveyors;
- Health Impact Assessment prepared by Greengage;
- Fire Statement prepared by RPS Group; and
- Statement of Community Involvement prepared by Connect.

1.12. In addition to the above, we have included the draft planning obligations' Heads of Terms in Section 7 of this Statement.

Environmental Impact Assessment

1.13. The Applicant has determined, in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'), that the proposal constitutes 'EIA Development' under Schedule 2 10(B) of the Regulations as it is an 'urban development project' and is likely to have significant effects on the environment. The application is therefore accompanied by an Environmental Statement ('ES'), co-ordinated by Entran.

- 1.14. In September 2020 Entran wrote to WHBC with a request for a Scoping Opinion pursuant to Regulation 15 of the EIA Regulations. The Council responded on 13 November 2020 with its formal Scoping Opinion. The ES has been prepared in accordance with this scope. A copy of the Scoping Request and formal Scoping Opinion is appended to the ES.
- 1.15. The ES is comprised of the following:
- Volume 1: Main Text;
 - Volume 2: Figures and Technical Appendices; and
 - Volume 3: Non-Technical Summary
- 1.16. Chapters 1 - 6 of Volume 1 of the ES provide a description of the site and its surroundings, an overview of the approach and methodology of the EIA, a description of reasonable alternatives considered, a detailed description of the proposed development as assessed, and information about the anticipated development programme and construction process.
- 1.17. Chapters 7 – 18 of Volume 1 of the ES provide the results of the analysis of the potentially significant environmental effects of the proposed development. Cumulative impacts are assessed within each of the chapters where relevant.
- 1.18. Chapter 19 of Volume 1 of the ES provides a conclusion based on the findings of the EIA.
- 1.19. The table below sets out the technical assessments that have been undertaken as part of the EIA.

Topic	Chapter in the ES	Undertaken by
Transport and Access	7	Entran Ltd
Air Quality	8	Entran Ltd
Wind Analysis and Pedestrian Comfort	9	Urban Microclimate Ltd
Noise and Vibration	10	Entran Ltd
Townscape and Visual Impacts	11	Bradley Murphy Design Ltd
Ecology and Nature Conservation	12	Bradley Murphy Design Ltd
Water Quality, Hydrology and Flood Risk	13	Curtins
Soils, Geology and Contaminated Risk	14	EAME
Cultural Heritage	15	CityDesigner
Socio-economics, Population and Human Health	16	Greengage
Climate Change	17	Greengage
Waste	18	EAME

Structure of this Statement

1.20. This Statement is broken down into the following chapters:

- **Section 2** provides the background to the site and its context within the surrounding area;
- **Section 3** sets out an overview of the planning history for the site and the pre-application engagement undertaken;
- **Section 4** provides a summary of the development proposals;
- **Section 5** sets out the relevant planning policy framework for the site;
- **Section 6** provides an assessment of the material planning considerations arising from the proposals;
- **Section 7** sets out the Draft Section 106 Heads of Terms; and
- **Section 8** presents our conclusions in respect to the proposals.

2. Site and Surroundings

- 2.1. The site is phases 2 and 3 of the South Side, former Shredded Wheat Factory, Broadwater Road in Welwyn Garden City. The site measures 2.37 ha in size and is currently clear of buildings. The site is positioned to the east of Welwyn Garden City train station. It is immediately bound to the west by the A1000 Broadwater Road, to the north by Hydeway with the North Side beyond, and to the west it is separated from the railway line by the Curier Logistic distribution centre. The southern site boundary adjoins Phase 1 of the 2019 Planning Permission.
- 2.2. The site is in a sustainable location, well connected to public transport and community facilities / amenities of central Welwyn Garden City and Welwyn Garden City train station to the west. The train station serves the East Coast Mainline rail services with frequent services to Stevenage (10 minutes), London Kings Cross (23 minutes), Moorgate (47 minutes), and Cambridge (57 minutes). In addition, the site benefits from a well-connected bus network which provides services to the wider area. The nearest bus stop is located on Broadwater Road.
- 2.3. The surrounding area comprises a variety of uses and building types, including low level industrial and commercial / business uses to the north and east, and central Welwyn Garden City and its train station to the west. To the south is largely residential in character. Full details of the existing character areas are provided in the Townscape and Visual Impacts chapter of the ES.
- 2.4. The application site does not host any listed buildings and is not located within a conservation area but is within proximity to the Welwyn Garden City Conservation Area, to the west and separated by the East Coast Mainline railway, and the Peartree Conservation Area to the south-east. The former Shredded Wheat Factory buildings and silos, situated on the neighbouring land, are Grade II listed. The Grade II listed Roche Factory is also situated to the south of the site beyond Phase 1, surrounded by contemporary apartment blocks, and the Grade I listed Hatfield House and Park is some 4km further to the south. Full details of local heritage assets are provided in the Cultural Heritage chapter of the ES.
- 2.5. The site lies within Flood Zone 1 and therefore has a low risk of flooding (<0.1% risk of flooding in any one year). There are no known environmental constraints affecting the site.

3. Background

- 3.1. This section provides a brief background to the proposals. A summary of the relevant planning history is provided, followed by a summary of the extensive consultation undertaken by the applicant prior to the submission of the application. Further details about the community consultation undertaken is provided in the Statement of Community Involvement ('SCI').

Planning History

- 3.2. The applications which are of relevance are detailed at **Appendix 1.0** and have been taken into account in the preparation of the application proposals. A summary of the planning applications which are considered to be a key consideration in this assessment is also set out below.

N6/2015/0294/PP

- 3.3. In August 2017, planning permission was granted for the comprehensive redevelopment of the former Shredded Wheat Factory site for mixed-use development, including the delivery of up to 850 residential units and office, retail and commercial floorspace. Detailed planning permission was granted for Phase 1 which predominantly comprised the northern portion of the site, whilst phase 2 comprised the land south of Hydeway and was approved in outline.
- 3.4. Listed building consent (ref: N6/2015/0293/LB) was also approved and secured permission for the demolition of buildings which has subsequently taken place.

2018/0171/MAJ

- 3.5. In February 2019, full planning permission was granted for:

"Creation of a mixed-use quarter comprising the erection of up to 1,340 residential dwellings including 414 (31%) affordable dwellings (Use Class C3); 114 extra car homes (Use Class C2); the erection of a civic building comprising 497sqm of health (Use Class D1), 497sqm of community use (Use Class D1), 883sqm of office (Use Class B1) and 590sqm of retail (Class A1/A2/A3/A4/A5); alterations, additions and change of use of Grade II Listed Building and retained Silos to provide 5,279sqm of flexible business floorspace (Use Class B1), 270sqm Combined Heat and Power (Use Class Sui Generis), 2,057sqm International Art Centre (Use Class D1), 1,235sqm Gymnasium (Use Class D2), 1,683sqm restaurant / coffee shop / bar (Use Class A1/A3/A4/A5), Creche / Day Nursery (Use Class D1) of 671sqm as well as Network Rail TOC Building (Use Class B1) of 360sqm, plus associated car parking, access, landscaping, public art and other supporting infrastructure."

- 3.6. MTVH has commenced works on Phase 1 which comprises the southern-most part of the South Side site. Phase 1 will deliver 208 homes in a mix of affordable tenures and predominately 1 and 2 bed units. All pre-commencement conditions and relevant clauses of the Unilateral Undertaking have been satisfied and the 2019 Planning Permission has therefore been lawfully implemented.

- 3.7. There are a number of subsequent applications since the 2019 Planning Permission that relate to the wider former Shredded Wheat Factory site. This includes application ref 6/2019/1347/FULL for the creation of an arts centre and improved site access for the original 1920's silos, production hall, grain store and boiler house, on the neighbouring land, which was granted in March 2020.
- 3.8. Also on the neighbouring land, an application for alterations to the 2019 Planning Permission was refused in December 2019. Application ref: 6/2019/1330/FULL proposed for alterations to the 2019 Planning Permission in order to build a five-storey community bridge building (1,257m²) for flexible use (B1/D1/D2 Use Classes), incorporating a minimum of 338sqm of D2 Use Class floorspace, as well as the removal of the skate park. The decision was appealed but dismissed on 20 August 2020.

6/2021/0181/MAJ

- 3.9. The Wheat Quarter Ltd, owner of the 4.7 ha northern-most part ('North Side') of the 2019 Planning Permission submitted a hybrid planning application to WHBC on 20 January 2021. The application seeks to deliver additional homes, an expanded residential care community and private rental sector ('PRS') housing on the site. The full development description is as follows:

"Hybrid planning application comprising: Detailed Planning Application for 399 Private Rented Sector (PRS) dwellings and 153 dwellings (Class C3), 250 units of residential care accommodation for the elderly (Use Class C2) with associated communal facilities, 15,247m² of community and commercial hub (Use Classes E and F1) with associated cycling hub, car parking, access, landscaping, public art and other supporting infrastructure; and Outline Planning Application for up to 418 dwellings (Class C3) with all matters reserved except access."

- 3.10. The new proposals seek to deliver:
- 126 dwelling reduction in traditional homes;
 - 136 increase in C2 residential care homes;
 - +399 PRS homes;
 - 1,884sqm increase in commercial / community / leisure floorspace;
 - +47 car parking spaces; and
 - Inclusion of a cycle hub.
- 3.11. The Applicant has engaged with the Wheat Quarter Ltd throughout the design process and the new North Side proposals have been taken into account in the development of these new MTVH application proposals.

Pre-Application Consultation

- 3.12. The importance of pre-application engagement and frontloading is emphasised in the National Planning Policy Framework ('NPPF') and in the accompanying Planning practice guidance ('PPG'). The NPPF highlights that there is significant potential to improve the efficiency and effectiveness of the planning application system for all parties through early engagement. Paragraph 39 states:

"Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community."

- 3.13. The NPPF urges local planning authorities to encourage developers to engage with them prior to the submission of a planning application. It also encourages engagement with local communities.
- 3.14. The PPG also encourages pre-application engagement. It states that the approach to pre-application engagement needs to be tailored to the nature of the proposed development and the issues to be raised. Having regard to this clear guidance, the Applicant has undertaken extensive pre-application consultation with WHBC and other statutory and local stakeholders including Historic England and Welwyn Hatfield councillors. The Applicant has also appointed Connect to conduct a public consultation to gather responses and feedback from the local community.
- 3.15. Following the national lockdown enforced by the coronavirus pandemic in March 2020, the Chief Planner wrote to local authorities to advise them on how to maintain the planning process during the unprecedented restrictions. The letter stated:

"We ask you to take an innovative approach, using all options available to you to continue your service. We recognise that face-to-face events and meetings may have to be cancelled but we encourage every opportunity to use technology to ensure that discussions and consultations can go ahead."

Public and Key Stakeholder Consultation

- 3.16. Consultation with the public and key stakeholders has consisted of:
- **Public Consultation Website:** Due to the coronavirus pandemic and lockdown, the Applicant agreed with WHBC officers that the public consultation would be held via a website that displayed details of the development proposals and allow for the community to provide online feedback. The website was launched on Monday 21 September 2020 and, as agreed with WHBC officers, the public consultation lasted for 2 weeks, closing on Monday 5 October 2020. The website remains live and continues to provide contact information for residents to share feedback on the proposals and/or ask questions of The Applicant's team.
 - Local residents and businesses were formally notified of the website and online consultation by a leaflet distributed to the local area; over 9,000 leaflets were delivered by hand on Monday 21 September 2020. Details of the website were also shared with key stakeholders. The online consultation was further advertised in the Welwyn Hatfield Times and the Hertfordshire Mercury.
 - As of January 2021 the website had received over 2,500 unique viewers, far in excess of those that could have been accommodated in person at a traditional public consultation event. Feedback from a total of 295 people was received.
 - **Stakeholder Meetings:** The Applicant's team have held virtual meetings with WHBC Leader, Cllr Tony Kingsbury and Executive Member for Environment and Planning, Cllr Stephen Boulton; with Peartree Ward councillors and the Hertfordshire County Councillor for Handside and Peartree Division; and with members of the WHBC Development Management Committee in October 2020. The Applicant's team also offered a meeting to Grant Shapps MP for Welwyn Hatfield. All stakeholders were kept informed throughout the design stage.
 - **Community Group Meetings:** The Applicant's team held virtual meetings and/or conference calls with local community and residents' groups to discuss the proposals including Mirage Residents Association, Welwyn Garden City Business Improvement District and Welwyn Garden City Society.

- **Historic England:** The project team has consulted with Historic England with a view to ensuring that proposals are brought forward that would respect the historic setting of the heritage assets contained on the former Shredded Wheat Factory site, the adjacent conservation area and Hatfield House and Gardens. The Cultural Heritage chapter of the accompanying ES confirms that the proposals would be beneficial to the setting of the former Shredded Wheat Factory's heritage assets.
- **Iterative design evolution.** The feedback received during this process of consultation was fed back to the design team who iteratively revisited the scheme proposals to ensure that the issues raised have been addressed in the final proposal wherever feasible.

Consultation with the Local Planning Authority

- 3.17. The scheme has been developed in light of extensive pre-application discussions held with officers at WHBC. A total of four pre-application meetings and two design workshops were held with officers at the Council's Planning department from October 2019 through to October 2020, with discussions continuing up until submission.
- 3.18. The project team engaged directly with officers at WHBC in relation to the emerging proposals, with discussions held with Planning, Design, Conservation and Highways officers.
- 3.19. The development proposals have evolved since conception and work has been undertaken by the design team to address the comments made by officers. An explanation of how the scheme has evolved to take account of the consultation process is provided in the Design and Access Statement.
- 3.20. Matters agreed / supported with / by officers during the pre-application process are outlined below:
- Principle of residential development densification / intensification of Site in highly sustainable location.
 - Site layout and landscaping, including central landscaped area 'The Weave'.
 - Provision of communal and private amenity space, in the form of balconies, terraces and podium and rooftop gardens.
 - Proposed housing mix.
 - Quality of homes.

4. The Proposed Development

- 4.1. MTVH, the Applicant, is committed to the high quality delivery of new homes on this site: the 2019 Planning Permission has been lawfully implemented and is currently constructing its Phase 1, which will accommodate 208 affordable homes and is due for completion in 2022, and MTVH is committed to as quickly as possible continuing the construction of its new proposals, described below.
- 4.2. This planning application seeks a hybrid of part detailed, part outline planning permission for the redevelopment of the site for residential purposes. This section provides a brief summary of the proposed development, including the scope of the detailed and outline applications. Further details of the proposed development are included within the Design and Access Statement, Design Code and Application Drawings.
- 4.3. The description of development for the proposal is:

“Hybrid planning application comprising: Full planning application for 317 dwellings (Class C3) with associated access, parking, landscaping and other supporting infrastructure; and Outline planning application for up to 404 dwellings (Class C3) with all matters reserved except for access.”

Layout and Access

- 4.4. In accordance with the Broadwater Road West SPD, the accompanying Design and Access Statement demonstrates how the site’s proposed layout aims to reflect the garden city principles at a higher density of urban living through a formal layout, designed around high quality open space and landscaping.
- 4.5. The layout of the site’s proposed landscaping, public realm and buildings has carefully considered, and appropriately responds to, the movement of pedestrians, cyclists, potential residents and visitors. The resultant series of interconnected flexible green spaces respond to use and movement and help to stitch the new development in to the existing urban fabric, and the emerging urban fabric in the immediate vicinity.
- 4.6. In accordance with the Broadwater Road West SPD, the site’s proposed layout:
- Maximises landscaped amenity space for residents and the public.
 - Promotes legibility through and around the Site by creating a hierarchy of streets and a network of routes and spaces.
 - Establishes continuous building lines.
 - Facilitate a new tree line along Broadwater Road.
 - Enhances legibility by appropriately locating the buildings to address the key gateway locations.
 - Provides perimeter block forms.
 - Creates a good level of animation on to the street by appropriately addressing those streets with predominantly ground floor homes.
 - Creates a clear definition of private and public space.
 - Facilitates wide streets and landscaped areas for tree planting.
 - Ensures appropriate aspect, natural lighting and privacy to individual homes.
- 4.7. The Phase 3 Parameter Plans and Design Code will collectively ensure the Phase 3 layout will accord with

the vision set out in the Broadwater Road West SPD.

Scale and Massing

- 4.8. The new buildings' massing strategy integrates with the existing and emerging site context, which is one of significant change, improves legibility and wayfinding and respects the setting of local heritage assets.
- 4.9. The accompanying Design and Access Statement demonstrates how proposed buildings' massing is arranged to ensure:
- The factory silos remain the prominent feature in the locality and the proposed buildings have been positioned so as to retain key views of the silos.
 - Building heights fall away towards Phase 1 at the southern end of the site in response to existing residential uses.
 - Development along the railway lines provides a significant level of screening whilst maintaining views to the silos as well as permeability through the site.
 - Increased activity along Broadwater Road, including making use of opportunities to increase building heights and step back development on this part of the site to create a tree-lined avenue that will form the main route through the area.
 - Ensure an appropriate hierarchy of building height, transitioning up from existing and emerging built form in the south, to taller buildings around the gateway at Hydeway, and enhancing the key gateway routes identified within the Broadwater Road West SPD into central Welwyn Garden City from the east (at the corner of Broadwater Road and Hydeway) and to the east of the town from central Welwyn Garden City (at the junction of the footbridge and Hydeway).
 - Maximisation of useable private communal amenity space through new podium and roof terraces.
 - Adequate levels of daylight, sunlight and privacy will be enjoyed by future occupants.
 - Maximisation of number of dual aspect units that can be accommodated within the development.
- 4.10. Building heights vary throughout the site, ranging from single-storey podiums up to 10 storeys.

Amount

- 4.11. The proposals involve residential development of the South Side site to provide up to 721 new homes (Class C3). The application is being brought forward as a hybrid planning application with full planning permission sought for phase 2 and outline planning permission sought for Phase 3.

Landscaping

- 4.12. The landscape strategy has been developed as part of the iterative masterplanning process and acts as a key unifying element across the wider scheme. A combination of hard and soft landscape measures, focusing on the promotion of public realm and open spaces, have been implemented that appropriately respond to the place, use, function and built form of the scheme.
- 4.13. The landscaping strategy incorporates a well-defined open space hierarchy, in which open space has been divided between publicly accessible open space, semi-private spaces and communal gardens. In addition, private terraces and gardens are located at both ground floor and podium level and give added amenity space. There are also communal roof gardens, which provide elevated communal recreation space for

residents at the top of the residential blocks which look out to the surrounding development.

- 4.14. A defining feature of the landscape strategy is the 'Weave', which constitutes a pedestrian footpath route through the centre of the 3,745sqm green public open space, creating a key visual link across the site to the silos and listed buildings. The Weave will promote connectivity by providing a new pedestrian / cycling only route between the north and south. The proposed layout has retained the connectivity of the 2019 Planning Permission, with a number of new access points for pedestrians incorporated into the scheme from various points along Broadwater Road.
- 4.15. Formal play spaces are proposed in the public realm as well as in the communal gardens and incidental play opportunities are designed into the landscape proposal.

Scope of Detailed Planning Application

- 4.16. Full planning permission is sought for the following:
- 317 dwellings (Class C3);
 - Vehicular and pedestrian access from Broadwater Road
 - Car parking; and
 - Associated landscaping and public realm works.

Residential Accommodation

- 4.17. A total of 317 new dwellings are proposed as part of the detailed part of the application. These will be accommodated within blocks 9 and 12. As set out in **Table 1** below, the new dwellings will comprise a mix of 1, 2 and 3 bedroom homes.

Table 1: Phase 2 Residential Mix

	1 Bed	2 Bed	3 Bed	Total
Block 9	65	93	4	162
Block 12	60	91	4	155
Total	125 (39%)	184 (58%)	8 (3%)	317

- 4.18. All dwellings have been designed to be of high quality and meet or exceed the nationally described space standards. The residential accommodation has also been designed to address key accessibility requirements with all new homes designed to comply with Approved Document Part M4(2) (Accessible and Adaptable Dwellings).
- 4.19. The dwellings have been arranged such that every dwelling has a minimum separation distance of 18m in at least one direction. 165 (52%) of the units will be dual aspect.
- 4.20. All homes will have direct access to private amenity space in the form of balconies or terraces. A minimum of 6sqm of private amenity space provided for each dwelling. In addition, each block contains a central courtyard which sits over a single level of covered parking and provides communal amenity space for residents.

- 4.21. Secure storage for 317 bicycles is also included at a ratio of one space per dwelling in accordance with WHBC cycle parking standards. Cycle parking has been disaggregated into smaller secure cycle stores located close to the residential cores. All cycle stores will be secure and well-lit.
- 4.22. A total of 185 residential car parking spaces are included as part of the detailed application, including 25 visitor and 6 Car Club spaces. Car parking is predominantly undercroft with some on-street spaces. This is considered wholly appropriate given the highly accessible nature of the proposed residential buildings to sustainable modes of transport (i.e. the rail station, bus stops, pedestrian / cycle links into the town centre). Where practicable, 20% of the car parking spaces will be provided with electric vehicle charging points ('EVCP') and a further 20% will have passive EVCP provision.

Scope of Outline Planning Application

- 4.23. Outline planning permission is sought for the following:
- **Use:** The principle of a residential development (Class C3);
 - **Amount:** The principle of up to 404 dwellings;
 - **Scale Parameters:** Development Parcels, Building Heights, Landscaping and Vehicular and Pedestrian Circulation Parameters. These are the plans for which planning approval is sought;
 - **Design Code:** The Design Code builds upon the design vision set out in the illustrative material, including the masterplan and Design and Access Statement, and provides a set of design requirements against which any future Reserved Matters application will be expected to comply;
 - **Access:** Vehicular and pedestrian access from Broadwater Road.
- 4.24. With the exception of the matters for detailed approval, the following matters are reserved: Layout, Scale, Appearance and Landscaping, as described below:
- **Layout:** Includes buildings, routes, parking and open spaces within the development and the way they are laid out in relation to buildings and spaces outside of the development.
 - **Scale:** Includes information on the size of the development, including the height, width and length of each building proposed within the development in relation to its surroundings.
 - **Appearance:** Aspects of a building or place which affects the way it looks, including the exterior of the development.
 - **Landscaping:** The improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen.

5. Planning Policy Context

- 5.1. The redevelopment proposals for the site have taken account of relevant national and local planning policy and guidance. This section of the Planning Statement sets out a brief summary of the relevant planning policy documents, whilst the following section demonstrates compliance with the policies contained within.
- 5.2. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that development proposals be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3. The adopted Development Plan for WHBC, in so far as is relevant to the proposals, consists of:
- The Welwyn Hatfield District Plan (2005).
- 5.4. Other material considerations include:
- The National Planning Policy Framework (2019);
 - Planning Practice Guidance;
 - Supplementary planning guidance / documents (SPG / SPDs);
 - Emerging policy and guidance; and
 - Other site specific circumstances.

Welwyn Hatfield District Plan (adopted 2005)

- 5.5. The Welwyn Hatfield District Plan was adopted by WHBC in April 2005 and is the current adopted Local Plan. The District Plan provides a framework for planning decisions in the borough.
- 5.6. The District Plan was automatically saved for three years after its adoption. Following this, a request was made to the Secretary of State to save some policies beyond this period. This request was agreed in April 2008 and the District Plan 'saved policies' continue to be part of the Development Plan.
- 5.7. As per the adopted District Plan Proposals Map, the site is within Employment Land designation (EA1). Together with wider former Shredded Wheat Factory site, site EA1 comprises what is now the Taylor Wimpey residential development to the south of South Side phase 1 and the Pall Mall storage and distribution premises to the west. Policy EMP3 'Mixed Use Development Site at Broadwater Road West' provides further detail in respect to the site allocation and states that:

"The site within Employment Area EA1 (as defined on the Proposals Map) is identified as an opportunity area of planned regeneration for mixed use development comprising primarily employment, housing, leisure and rail-related uses. Development of the site shall be in accordance with the criteria in Policy EMP2 and other relevant policies of the Plan relating to the uses proposed. Development shall also comply with a Development Brief to be approved by the Council as a supplementary planning document. The Development Brief shall include the minimum quantum of Class B floorspace to be provided on the site."

- 5.8. Subsequently, WHBC adopted the Broadwater Road West SPD in 2008, which acts as the Development Brief for the area. Further detail is provided on the SPD below.

Other Key Planning Policies

- **Policy GBSP2 - Towns and Specified Settlements:** This policy outlines the towns and specified settlements where development will be targeted across the Borough. This includes the two main towns – Welwyn Garden City and Hatfield.
- **Policy SD1 - Sustainable Development:** This policy establishes that the principles of sustainable development must be satisfied in order for development proposals to be permitted. Proposals must demonstrate that they have addressed the sustainability criteria contained within the Supplementary Design Guidance.
- **Policy R1 - Maximising the Use of Previously Developed Land:** The Council will require development to take place on land which has been previously used or developed in order to make the best use of land in the district.
- **Policy R2 - Contaminated Land:** Proposals that involve the development or reuse of land which is or may be contaminated will be supported by the Council where it can be demonstrated that there is no unacceptable risk to health or the environment from the proposed use of the site or associated remediation works.
- **Policy R3 - Energy Efficiency:** Measures to maximise energy conservation through the design of buildings, site layout and provision of landscaping should be included for new development proposals.
- **Policy R4 - Renewable Energy Sources:** Planning permission will be granted for proposals for the development of renewable energy sources providing they meet the criteria detailed in the Local Plan.
- **Policy R5 - Waste Management:** The Council will require larger scheme applications to provide details of suitable measures taken in the design and development process to minimise waste generation and utilise sustainable construction methods, as well as treating and correctly disposing of waste wherever possible.
- **Policy R10 – Water Conservation Measures:** New development will be expected to incorporate water conservation measures wherever possible, including SuDS, water storage systems, soft landscaping and permeable surfaces to help reduce surface water run-off.
- **Policy R11 – Biodiversity and Development:** Biodiversity must be protected and promoted on the site of all new developments and proposals must demonstrate how this would be enacted.
- **Policy R18 – Air Quality:** The Council will have regard to the potential effects of a development on local air quality when determining planning applications.
- **Policy R19 - Noise and Vibration Pollution:** Proposals that generate unacceptable noise or vibration from other land uses, or are affected from other land uses, will be refused without adequate mitigation measures in place.
- **Policy R29 – Archaeology:** Planning permission will not be granted for development which adversely affects the site or setting of archaeological remains or Scheduled Ancient Monuments. Where a proposal for development may affect remains of archaeological significance or may be sited in an area of archaeological potential, developers will be required to undertake an archaeological assessment.
- **Policy M1 - Integrating Transport And Land Use:** The Council will take every opportunity to integrate different modes of travel throughout the development process. Internal layouts in development schemes must demonstrate priority to non-car users.

- **Policy M2 - Transport Assessments:** A transport assessment must be submitted in support of planning applications which propose major new traffic generating developments.
- **Policy M3 – Green Travel Plans:** All new development at or above the thresholds set out in HTCOA's guidance on 'Developing a Green Travel Plan', should be supported by a Green Travel Plan.
- **Policy M4 – Developer Contributions:** Permission will only be granted if developments that necessitate alteration to existing or the provision of new transport infrastructure or services, can demonstrate that the works are environmentally acceptable and if the applicant agrees to meet, or where appropriate contribute to, the cost of the works or services.
- **Policy M5 – Pedestrian Facilities:** The Council will seek improvements in facilities for the safe and convenient movement of pedestrians wherever possible.
- **Cycle Routes and Facilities:** Proposals for new development should encourage cycling through the inclusion of parking for cycles and safe cycle routes.
- **Policy M14 - Parking Standards For New Development:** New developments must provide sufficient parking provision in order to meet the standards set by the Council's SPD on parking.
- **Policy IM2 - Planning Obligations:** New developments will be required to provide for the infrastructure, services and facilities which are directly related to it in order to satisfy the sustainability aims of the District Plan and achieve planning permission.
- **Policy D1: Quality of Design:** The standard of design in all new developments will need to be of a high quality
- **Policy D2: Character and Context:** all new development should respect and relate to the character and context of the area in which it is proposed.
- **Policy D3 – Continuity and Enclosure:** The principles of continuity and enclosure should be incorporated into all new developments to distinguish between public and private space
- **Policy D4 – Quality of the Public Realm:** New development where appropriate will either create or enhance public areas and the public realm
- **Policy D5 – Design for Movement:** The impact on existing and proposed movement patterns will need to be considered for all new developments and proposals will be required to make provision for pedestrian, cyclist and passenger transport facilities.
- **Policy D6 – Legibility:** The Council will require all new development to enhance and contribute to the legibility of the development itself and of the area in which it is located
- **Policy D7 – Safety by Design:** The design of new development will be expected to contribute to safer communities and to help with the reduction of the fear of crime.
- **Policy D8 – Landscaping:** All development should include landscaping as an integral part of the overall design, with exception to changes of use applications.
- **Policy D9 – Access and Design for people with disabilities:** All new development should be designed to allow access by the disabled, young children in prams and pushchairs and those who are temporarily disabled through accident or injury.
- **Policy D10 – Public Art:** Developers must include, where appropriate, the provision of an element of public art within proposals for new development.
- **Policy D11 – Design Statements:** A design statement for business, commercial or residential developments will be required.
- **Policy TCR3 – Out of Centre Retail Development:** New retail development proposed in out-of-centre locations, including the extension of existing retail stores, will not be granted unless it satisfies the criteria in the District Plan

- **Policy H1 – New Housing Development:** The sites identified in the District Plan are allocated for development during the plan period.
- **Policy H6 – Densities:** All residential developments of 5 or more dwellings must be built at densities of 30 to 50 dwellings per hectare, providing that this level of density will not impact on the character of the surrounding area and can satisfy the design policies of the Plan.
- **Policy H7 – Affordable Housing:** The Council will expect all proposals for residential development on sites of 1ha or more, or with 25 units or more, to include a minimum of 30% provision of affordable housing within the towns and specified settlements.
- **Policy H10 – Accessible Housing:** All residential developments involving 5 or more dwellings will be required to secure a proportion of these dwellings to be built to lifetime homes standard.
- **Policy OS3 – Play Space and Open Space in residential development:** Substantial new residential development will be expected to make a contribution to the provision of children's play space and informal open space.
- **Policy EMP2 – Acceptable Uses in Employment Areas:** Proposals for development within Use Classes B1, B2 and B8 in designated employment areas will be permitted, providing it meets the criteria of the District Plan.

Broadwater Road West Supplementary Planning Document (adopted 2008)

5.9. In December 2008, the Council adopted the Broadwater Road West SPD. The purpose of the SPD was to help set out a vision and strategy for the development of Broadwater Road West. The strategic site is 16 hectares in size and is made up of the Former Shredded Wheat Factory site, as well the Taylor Wimpey housing development, the Bio Park building, and the Pall Mall distribution building.

5.10. The key principles / vision of the Broadwater SPD are set out below:

“To deliver an energetic and pioneering scheme of development which integrate the spirit of the garden city with the very best of high quality 21st Century design seizing the opportunity to enhance the local environment and create a sustainable supported neighbourhood of an appropriate scale, which successfully integrate with the local community.”

5.11. The vision is based on the following objectives:

- To create a sustainable neighbourhood with an appropriate mix of uses for its central location;
- To establish strong connections between the east side of town, the site and through to the town centre;
- To use the industrial heritage as cue for form, character and identity – re-use listed structures and ensure sympathetic development;
- To explore innovative and sustainable uses drawing on the natural, infrastructure and spatial assets of the site;
- To create urban grain capable of supporting appropriate uses while reflecting the town centre morphology;
- To consider accommodating large scale uses which would best be located near the centre as the opportunity to do this is unlikely to arise again;
- To support live-work proximity;

- To define the amount of employment land/floorspace that should be provided for; and
- To enhance biodiversity.

5.12. The SPD is now 12 years old and was produced in support of the District Plan and pre-publication of the National Planning Policy Framework, which requires policies in local plans and spatial development strategies to be reviewed to assess whether they need updating at least once every five years (paragraph 33). Nevertheless, the SPD remains of significance in ensuring that an appropriate and successful mixed-use development scheme is achieved across the strategic site and the principles of development first established must be adhered to as required by emerging Policy SP 17 of the draft Local Plan.

Other Supplementary Planning Guidance / Documents

- Supplementary Design Guidance (February 2005)
- Parking Standards SPD (2004)
- Interim Car Parking and Garage Size Policy (2014)
- Planning Obligations SPD (2012)

WHBC Draft Local Plan (Proposed Submission 2016) incorporating January 2021 Main Modifications

- 5.13. Paragraph 48 of the NPPF identifies that emerging Local Plans may be given weight in the decision making process, depending on a number of factors:
- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
 - b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
 - c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
- 5.14. WHBC has produced a new Local Plan which sets out the planning framework for the Borough up to 2032. Following various rounds of consultation, the Local Plan was submitted for Examination in Public in May 2017. The emerging Local Plan has been delayed for a number of years and the Covid-19 pandemic has set the timeline for publication further back. The Local Plan remains under Examination.
- 5.15. Given the progressed nature of the new Local Plan, WHBC is giving some weight to the draft policies contained within in the determination of planning applications. The draft Local Plan therefore holds weight in the decision-making process but cannot be given full weight until such time that it is adopted by the Council.
- 5.16. Of particular relevant to the site, Policy SP 17 'Mixed-use Development Site at Broadwater Road' (SDS3/Pea02b and SDS4/Pea02c and Pea102): brings forward the site allocation for Broadwater Road West including the Bio-Park site. Under the emerging policy the site is allocated for development to

accommodate 2,424 new homes¹. Similar to the adopted allocation for the site, development will comprise mixed use development of primarily employment, housing, leisure and rail-related uses. The allocation requires development to comply with the Broadwater Road West SPD, as well as providing 30% affordable housing, 17,650sqm of class B1 employment floorspace and circa 570sqm of community / fitness / leisure / retail floorspace.

Other Key Policies

- **Policy SP 1 – Delivering Sustainable Development:** The District Plan seeks to facilitate sustainable development by planning positively for growth, ensuring new development contributes to the creation of mixed use and sustainable communities, promoting development that priorities previously developed land, protecting nature and heritage assets and mitigating against climate change.
- **Policy SP2 – Targets for Growth:** Provision will be made for at least 116,400sqm 36,750sqm of net additional floorspace for industry, offices and warehousing over the plan period from designated employment areas and mixed use sites including the strategic development site at Marshmoor, Welham Green as set out on the Policies Map. Land which make a particularly valuable contribution to the local economy is designated as an Employment Area on the Policies Map. The borough is expected to meet a target of circa 12,000 new dwellings between 2013 and 2032. This target equates to an average of 637 dwellings a year between 2013 and 2032, however the target is staged at a rate of 498 dwellings per year between 2013/14 and 2021/22 (4,485 over 9 years) and 752 dwellings per year between 2022/23 and 2031/32 (7,515 over 10 years).
- **Policy SP 3 – Settlement Strategy and Green Belt Boundaries:** The primary focus for new development will be in and around the two towns of Welwyn Garden City and Hatfield. The secondary focus will be for the excluded villages on a smaller scale, as well as a new village proposed at Symondshyde. In villages and other rural areas of the borough that lie within the Green Belt, development will be restricted.
- **Policy SP 4 – Transport and Travel:** The promotion of sustainable modes of travel and improving safety for all highway users are required for future developments. The growth of sustainable transport infrastructure is a key focus.
- **Policy SP 6 – Community Services and Facilities:** The Council will make sure that communities can easily access a range of community services and facilities.
- **Policy SP 7 – Type and Mix of Housing:** Provision will be made for a range of housing to support the needs and requirements of different households in order to deliver a choice of homes and help create sustainable, inclusive and mixed communities. Proposals for 10 or more new dwellings should demonstrate how the mix of tenure, type and size of housing proposed on sites will reflect the council's latest evidence of housing need and market demand.
- **Policy SP 8 – The Local Economy:** The Council will support economic prosperity, the creation of a range of jobs and encourage inward investment by following a range of measures as outlined in the District Plan.

¹ WHDC Main Modifications to Draft Local Plan V3 – January 2021

- **Policy SP 9 – Place Making and High-Quality Design:** Proposals will be required to deliver a high-quality design that fosters a positive sense of place. Proposals should respond to the character and context of the development site appropriately, incorporate legible, permeable and well-connected designs and promote high quality public space and landscaping. In addition, proposals should provide sufficient space for nature, a vibrant and diverse living/working space and a safe and secure design. In respect of Masterplanning, Policy SP 9 states that a comprehensive approach will be required to be taken to the development of large sites and should follow a spatial framework which, as a minimum will set out the vision and objectives for the development.
- **Policy SP 10 – Sustainable Design and Construction:** Proposals should incorporate sustainable design and construction principles into the development.
- **Policy SP 12 – Strategic Green Infrastructure:** The Council will actively support the creation and enhancement of strategic green infrastructure.
- **Policy SP 13 – Infrastructure Delivery:** To support the delivery of sustainable communities, the Council will ensure that suitable provision is made for new or improved infrastructure. The adopted Planning Obligations SPD sets out guidance in relation to the negotiation of Section 106 contributions and will be updated in due course to reflect the Council's approach to planning obligations once the Community Infrastructure Levy has been implemented.
- **Policy SP 15 – The Historic Environment of Welwyn Garden City:** Proposals for new development should conserve and where appropriate enhance its heritage assets and their settings. Proposals supported by a Design and Access Statement should demonstrate that the historic context/character of Welwyn Garden City has been appropriately considered.
- **Policy SADM 2 – Highway Network and Safety:** Development proposals must not have an adverse impact on the local and/or strategic transport network, highway safety and facilitate safe and suitable means of parking and access.
- **Policy SADM 3 – Sustainable Travel for All:** A Travel Plan must be submitted for all developments at or above the thresholds set out in Hertfordshire County Council's Hertfordshire Travel Plan Guidance.
- **Policy SADM 7 – New and Existing Community Services and Facilities:** Where appropriate, the Council will support the provision of new community services and facilities.
- **Policy SADM 10 – Employment Development:** This policy sets out the associated land uses for designated employment areas across the borough. Welwyn Garden City Employment Area (EA1) is identified as suitable for employment development under Class B (B1, B2, B8) and associated land uses.
- **Policy SADM 11 – Amenity and Layout:** All proposals will be required to create and protect a good standard of amenity for buildings and external open space.
- **Policy SADM 12 – Parking, Servicing and Refuse:** The type and quantum of vehicle and cycle parking provided within development proposals will be informed by the standards set out in the Council's parking standards. In addition, an appropriate provision of service areas, refuse storage and collection areas should be made.
- **Policy SADM 13 – Sustainability Requirements:** Opportunities to maximise the use of renewable and low carbon sources of energy supplies must be demonstrated for all major development proposals, wherever feasible and policy compliant.
- **Policy SADM 14 – Flood Risk and Surface Water Management:** Flood Risk Assessments will be required in line with national policy.

- **Policy SADM 15 – Heritage:** Proposals which affect designated heritage assets should consider the points listed in the Plan. A Heritage Statement/Heritage Impact Assessment/ Archaeological Assessment will be required for developments which may have an impact on part or all of a heritage asset.
- **Policy SADM 16 – Ecology and Landscape:** Proposals will be expected to maintain, protect and wherever possible enhance biodiversity and conserve and enhance the Borough's natural and historic landscape. Proposals which would inflict harm or loss of protected sites (International sites, Sites of Special Scientific Interest, National Nature Reserves, Local Nature Reserves, Ancient Woodland, veteran trees, chalk river habitats, Local Wildlife Site) will be refused without an appropriate range of mitigation measures,
- **Policy SADM 18 – Environmental Pollution:** The Council will ensure that pollution will not have an unacceptable impact on human health, general amenity, critical environmental assets or the wider natural environment. This includes applications which may pose a source of risk from contaminated land and soil pollution, air quality, noise and vibration and light pollution.
- **Policy SADM 21 – Housing Allocations in Welwyn Garden City:** The Former Shredded Wheat site has been allocated for residential-led mixed use development, in accordance with policies SP 2 and SP 3 of the Emerging District Plan.

National Planning Policy Framework

- 5.17. The National Planning Policy Framework ('NPPF') was most recently adopted in February 2019. The NPPF sets out the Government's planning policies for England and how these should be applied.

Achieving Sustainable Development

- 5.18. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). In order to achieve sustainable development, the planning system is said to have three overarching objectives which are independent and need to be pursued in mutually supportive ways, these are:
- An economic objective;
 - A social objective; and
 - An environmental objective.

- 5.19. For decision making, the presumption in favour of sustainable development means that development proposals that accord with an up-to-date development plan should be approved without delay.

- 5.20. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance (including, designated heritage assets) provides a clear reason for refusing the development proposed, or any adverse impact of doing so would significantly and demonstrably outweigh the benefits.

Delivering a sufficient supply of homes

- 5.21. Section 5 relates to the delivery of a sufficient supply of homes and states that housing application should be considered in the context of the presumption in favour of sustainable development. In order to significantly boost the supply of housing, local planning authorities should identify and update annually a

supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing targets.

Ensuring the vitality of town centres

- 5.22. Paragraph 85 recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites.

Promoting healthy and safe communities

- 5.23. Section 8 contains policies on promoting healthy and safe communities and identifies the important role the planning system has in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should achieve places which promote:

- Social interaction, including opportunities for meeting between people who might not otherwise come into contact with each other;
- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and
- Healthy lifestyles, especially where this would address identified local health and well-being needs, through the provision of green infrastructure and layouts that encourage walking and cycling.

- 5.24. Paragraph 96 states that access to a network of high quality open spaces and opportunities for physical activity is important for the health and well-being of communities.

Promoting sustainable transport

- 5.25. Paragraph 103 states that:

"Significant development should be focused in locations which are, or can be made, sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health."

- 5.26. As set out at paragraph 108, in assessing specific applications for development it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be, or have been, taking up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 5.27. Paragraph 109 is clear that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Making effective use of land

- 5.28. Planning decisions should promote an effective use of land in meeting the need for homes and other uses,

while improving the environment and ensuring safe and healthy living conditions (paragraph 117).

- 5.29. Paragraph 118 encourages planning decisions to promote the development of underutilised land and buildings, especially where this would help to meet identified needs for housing where land supply is constrained. The NPPF gives substantial weight to the value of using suitable brownfield land within settlements for homes and supports upwards extensions where development would be consistent with prevailing height and form of neighbouring properties.
- 5.30. Paragraph 122 states that planning policy and decisions should support development that makes efficient use of land, taking into account:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive and healthy places.
- 5.31. Paragraph 123 requires planning decisions to avoid homes being built at low densities, and to ensure that developments make optimal use of the potential of each site, particularly where there is an existing or anticipated shortage of land for meeting identified housing needs.

Achieving well-design places

- 5.32. Good design is a key aspect of sustainable development (paragraph 124) and development should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (paragraph 127).

Meeting the challenge of climate change, flooding and coastal change

- 5.33. Section 14 contains policies which are designed in such a way to ensure that the planning system supports the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.
- 5.34. Paragraph 150 encourages new development to be planned for in ways that:
- Avoid increased vulnerability to the range of impacts arising from climate change. Where new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptations measures, including through the planning of green infrastructure; and
 - Can help reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

- In relation to planning and flood risk, Paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, and where development is necessary in such areas the development should be safe for its lifetime without increasing flood risk elsewhere.

Conserving and enhancing the natural environment

- 5.35. Paragraph 175 requires local planning authorities to apply the following principles when determining planning applications:
- If significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or as a last resort, compensated for, then planning permission should be refused;
 - Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
 - Opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 5.36. Applicant's should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution (Paragraph 170) and should mitigate and reduce to a minimum potential adverse impacts resulting from noise from development (Paragraph 180). Paragraph 180 also requires development to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Conserving and enhancing the historic environment

- 5.37. Paragraph 190 requires local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset).
- 5.38. When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 193 states that great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 5.39. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (paragraph 195).

Planning Practice Guidance

- 5.40. The Planning Practice Guidance ('PPG') was launched on 6 March 2014. The PPG replaces the majority of previous planning practice guidance, consolidating it and providing it as an easily accessible online resource. The PPG sits alongside the NPPF.
- 5.41. The PPG encourages high quality design and states that, *'local planning authorities should give great weight to outstanding or innovative designs which help to raise the standard of design more generally in the area.'*

- 5.42. The PPG also provides guidance on relevant issues such as: sustainability and renewable and low carbon energy; design; housing need and quality; the natural environment and recreation; transport and travel plans; waste; viability; planning conditions; and planning obligations.

6. Planning Considerations

- 6.1. This section assesses the application proposals against the planning policy framework for the site, having regard to the material considerations, including the specific circumstances of the site.

Principle of Development

- 6.2. The principle of residential development at this key brownfield site close to the town centre of Welwyn Garden City has already been established through the 2019 Planning Permission (Ref: 6/2018/0171/MAJ) as fully described in Section 3 of this Statement.
- 6.3. NPPF paragraph 118 states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes, especially where the land is in a highly sustainable location.
- 6.4. WHBC's adopted (Policy R1) and emerging (Policy SP 3) planning policy prioritises the use of brownfield, previously developed, land prior to the redevelopment of greenfield land. Within emerging planning policy, the draft Local Plan sets the borough-wide strategic objective to maximise opportunities for redevelopment on previously developed land. Policy SP 1 states that new development should prioritise previously developed land and minimise the need to travel by directing growth to those areas with good transport networks and which are well served by jobs, services and facilities. Supporting paragraph 4.4 highlights the difficulty the borough has faced in identifying previously developed land to meet its housing need, estimating that only 60% of new homes will be delivered on previously developed land during the period 2017/18 – 2021/22 and 25% for the remainder of the Plan period to 2032. The acute housing pressures facing WHBC are also demonstrated through the low housing delivery performance set out in the Housing Delivery Test 2020.
- 6.5. It is long established that the wider site is an unrivalled development opportunity within Welwyn Hatfield to create a thriving, sustainable community which responds to modern demands by integrating the garden city philosophy with the very best in high quality 21st century design. The principle of intensification and densification of residential development of the site has been supported through pre-application discussions with the Council.
- 6.6. The production of the Broadwater Road West SPD in 2008 introduced the vision for the area:
- "To deliver an energetic and pioneering development which integrates the spirit of the garden city with the very best of high quality 21st Century design, seizing the opportunity to enhance the local environment and create a sustainable, supported neighbourhood of an appropriate scale, which successfully integrates with the local community."*
- 6.7. This was originally established through allocation within the Welwyn Hatfield District Plan (2005), followed by the Broadwater Road SPD (2008) and now with a further enhanced allocation within the emerging Welwyn Hatfield Local Plan (Main Modifications January 2021) as explained at Section 5 of this Statement.
- 6.8. During that same period, two major planning permissions have been granted for the redevelopment of the site, in accordance with those policies and allocations as explained at Section 3 of this Statement.

- 6.9. Therefore, whilst the principle of residential development has already been established through the 2019 Planning Permission, the development also maintains compliance with adopted and emerging policy and guidance.
- 6.10. Phase 1 of the South Side site is due for completion in 2022 and MTVH is committed to continue the construction onto Phase 2 as quickly as possible. Phase 2 will deliver 317 new affordable homes. The development therefore provides opportunity to make a significant contribution to WHBC's five year housing land supply and make a real contribution to local affordable housing needs.
- 6.11. Overall, the site is a brownfield site which is in a highly sustainable part of the borough and well-connected to sustainable transport nodes and town centre job opportunities, services and facilities. Making the optimal use of this site through increased density accords with the general thrust of the NPPF and particularly Section 11 'Making effective use of land'. In addition, the optimisation of the land is supported at the local level through the adopted District Plan and the draft allocation set out in the emerging Local Plan.

Design

- 6.12. This section should be read in conjunction with the Design and Access Statement, which provides a detailed description and full justification for the design of the development, and Chapters 11 and 15 of the ES which assess the Cultural Heritage and Townscape and Visual Impacts of the development respectively.
- 6.13. A design-led approach has been taken, following extensive consultation, and through application of WHBC's adopted design principles (Policy D1 of the adopted District Plan) to deliver a sustainable development which provides a better quality of life for this who live and work in the area. The layout, scale, massing and architectural style of the proposed development responds appropriately to the site's existing and emerging context. This has had regard to the aspirations for regeneration set out in the Development Plan, Broadwater Road West SPD and emerging Local Plan. The design-led approach results in a scheme which makes efficient use of the site and positively contributes to the site's position adjacent to the Welwyn Garden City train station whilst preserving the setting of the adjacent heritage assets.

Site Layout

- 6.14. The site layout has been derived to meet the requirements of adopted Policies D3 'Continuity and Enclosure', D4 'Quality of the Public Realm', D5 'Design for Movement' and D6 'Legibility', emerging Policy SP 9 of the draft Local Plan and the Broadwater Road West SPD.
- 6.15. The proposed site layout maintains the key principles which form the basis of the 2019 Planning Permission with the perimeter blocks remaining largely in the same position.
- 6.16. The proposed site layout enhances permeability through the creation of east to west and south to north routes through the site. The east to west routes from Broadwater Road towards the train station will encourage the use of public transport and reduce travel times to the town centre beyond. Further, the Weave, a high quality central public space which runs through the site provides a clear south to north route and makes a significant contribution to permeability for future residents within the site and the emerging developments to the north and south.

- 6.17. The legibility of the site will be enhanced through the creation of a clear hierarchy of streets and a network of routes and spaces. Taller elements of the development will be positioned at key gateway locations to aid legibility. Continuous building lines contribute to a strong and consistent urban grain whilst the definition between private and public space is clear through maximising the use of the Weave through the positioning of block 8 further east than the 2019 Planning Permission. Development will shield from the railway and Broadwater Road but maintain and enhance views to the silos on the North Side.
- 6.18. Sufficient space will be maintained between the buildings to reflect the garden city principles, albeit at a higher density, through a formal layout designed around high quality public open space. The creation of a new tree line along Broadwater Road and the central public park, the Weave, will both provide a space for nature and enhance the development within the wider area. The public space will be attractive, multi-functional with elements of 'play on the way' embedded into the open space, safe and inclusive for use by all.
- 6.19. The Phase 3 layouts are secured by the proposed Parameter Plans, with details on how this will link into Phase 2 to accompany a forthcoming reserved matters submission.
- 6.20. The proposals therefore accord with adopted and emerging policies of the District Plan and emerging Local Plan, and the garden city principles set out in the Broadwater Road West SPD.

Scale and Massing

- 6.21. Policy D1 of the adopted District Plan states that developments should demonstrate innovative design that is similar in scale and massing to the existing surrounding character of the area. Policy SP9 of the emerging Local Plan states that proposals should deliver high quality design that fosters a positive sense of place by ensuring that developments respect the surrounding context and neighbouring buildings with regards to height, mass and scale.
- 6.22. WHBC's vision for the site, in this regard outlined within the Broadwater Road West SPD, is to retain the urban grain of the site characterised by large blocks and continuous building lines with active frontages. A stated objective of the redevelopment is to accommodate large scale uses, which would best be located near central Welwyn Garden City as the opportunity to do this is unlikely to arise again.
- 6.23. The accompanying Design and Access Statement demonstrates how proposed buildings' massing is arranged to ensure:
- The factory silos remain the prominent feature in the locality and the proposed buildings have been positioned so as to retain key views of the silos.
 - Building heights fall away towards Phase 1 at the southern end of the site in response to existing residential uses.
 - Development along the railway lines provides a significant level of screening whilst maintaining views to the silos as well as permeability through the site.
 - Increased activity along Broadwater Road, including making use of opportunities to increase building heights and step back development on this part of the site to create a tree-lined avenue that will form the main route through the area.

- Ensure an appropriate hierarchy of building height, transitioning up from existing and emerging built form in the south, to taller buildings around the gateway at Hydeway, and enhancing the key gateway routes identified within the Broadwater Road West SPD into central Welwyn Garden City from the east (at the corner of Broadwater Road and Hydeway) and to the east of the town from central Welwyn Garden City (at the junction of the footbridge and Hydeway).
- Maximisation of useable private communal amenity space through new podium and roof terraces.
- Adequate levels of daylight, sunlight and privacy will be enjoyed by future occupants.
- Maximisation of number of dual aspect units that can be accommodated within the development.

6.24. The Broadwater Road West SPD states that lower rise buildings should generally be accommodated at the southern end of the site, in order to respond to the prevalent residential character that sits adjacent to the site, and which any proposed development is to have due regard to. This is achieved by the Phase 1 buildings which are currently under construction, which are located directly adjacent to the existing homes to the south of the site.

6.25. Where buildings are proposed to be built to exceed five storeys, the Broadwater Road West SPD sets out that they should meet the following criteria, against which, the subject development proposals have been considered:

1. Relationship to context of Application Site and the wider area

6.26. The character of the area is mixed. Historically the site was used for industrial processes, with a prevailing commercial / industrial character to the north, east and south, and a lesser degree to the west (warehousing sits between the site and the railway line). However, in recent years, the area has begun to transition, accelerated by the Broadwater Road West SPD which outlined a vision that departed from the industrial past of the Site and its immediate surroundings.

6.27. Beyond the industrial functions to the east of Broadwater Road, and south of Otto Road, the area has an increasingly strong residential character, interspersed with supporting residential services. However it is clear that at present there is a distinct lack of welcoming routes from these areas into the town centre. It is clear therefore that the site is the key to improved linkages, particularly for pedestrians. The layout of the scheme has been developed with this in mind, placing great emphasis on legibility and permeability to create an environment that will enable more sustainable modes of movement towards the town centre.

6.28. Other developments are also coming forward in the area such as BioPark to the south which will further strengthen the residential character of area, and will benefit from the improved legibility offered by the proposed development.

6.29. The relationship with neighbouring emerging developments has been considered in detail, including the interaction and integration of the proposed development into both Phase 1, which is currently being built out, and the broader masterplan, including the existing and emerging North Side redevelopment proposals. It should be noted that ColladoCollins Architects' teams designed the 2019 Planning Permission's masterplan, is retained to deliver Phase 1 and is retained by Wheat Quarter Ltd to design its emerging North Side redevelopment proposals. The integration of the South Side proposals with each of these neighbouring redevelopment proposals has been made seamless with the same architecture team retained on each.

6.30. It is therefore considered that the proposals relate positively to the context of both the application site and wider area.

2. Architectural quality of the building

6.31. ColladoCollins Architects' team has undertaken a comprehensive review of the immediate and surrounding context in terms of architectural detailing and style which proliferates in the Garden City into a contemporary and high density idiom. From this, Phase 2 will be constructed using different shades of buff brick, with the wheat-like colours acting as a reference back to the factory and its former use. By utilising tonal elements, it allows for expression of the different elements whilst creating a cohesive building. To contrast with this brick type, copper coloured detailing is proposed for window frames and railings.

6.32. Other architectural detailing including balconies taking the form of wheat sheaves, Core C of both blocks of Phase 2 using window patterning, capping and entrance details inspired by the Roche Building and individual distinctive entrances all contribute to a sensitive response to the local vernacular and heritage assets in close proximity to the site.

3. Relationship to transport infrastructure

6.33. The site is very well placed to promote active travel, with the Welwyn Garden City train station to the west, which will be accessible via the existing pedestrian bridge and is to be refurbished as part of the wider masterplan. It is also in close proximity to a wide range of existing bus routes. A Transport Implementation Strategy has also been prepared to reduce reliance on the private car and promote sustainable travel choices to and from the site and the development will provide a range of sustainable transport initiatives, including a new Car Club, as detailed fully within the Transport Assessment which supports the planning application.

4. Sustainable design and construction

6.34. A number of initiatives are proposed to ensure that a sustainable development is delivered and these measures are set out in detail in the Energy and Sustainability Statement prepared by Norman Bromley. A summary of the measures is provided below:

- The development exceeds a 10% carbon reduction over Part L Compliancy of the Building Regulations;
- Implementation of resource efficiency measures, efficient supply of energy and the application of low / zero carbon technologies; and
- The new dwellings will benefit from both CHP and communal gas boilers, which are provided in the energy centre.

5. Contribution to public spaces and facilities

6.35. Policy D7 of the adopted District Plan identifies the need for carefully considered landscaped areas on developments in order to benefit local residents and users both in terms of amenity land and in providing a buffer between the development and adjoining land. Policy SADM 16 of the emerging Local Plan states that proposals will be assessed for their impact on landscape features to ensure that they conserve or improve the prevailing landscape quality, character and condition.

- 6.36. Bradley Murphy Design has developed a landscape strategy which seeks to deliver a high quality landscaped public realm. The landscaping proposals have been developed taking account of the wider regeneration aspirations for the area which include to deliver legible and well-defined networks of routes and high quality usable public open spaces, as set out within the Broadwater Road West SPD and required through adopted and emerging local planning policy. Full details are provided within the Landscape Design Statement.
- 6.37. Overall the development will provide improved connectivity through the site. A defining feature of the landscape strategy is the 'Weave', which constitutes a pedestrian footpath route through the centre of the green public open space, creates a key visual link across the site to the Silos and listed buildings.
- 6.38. Public realm enhancement will also be provided through the provision of open space which has been divided between publicly accessible open space, semi-private spaces and communal gardens. In addition, private terraces and gardens are located at both ground floor and podium level and give added amenity space. There are also communal roof gardens, which provide elevated communal recreation space for residents at the top of the residential blocks which look out to the surrounding development.
- 6.39. The significant landscape and public realm improvements within the development therefore meet the objectives of the Broadwater Road West SPD and accord with Policies D1 to D7 of the adopted District Plan, and Policies SP 9 and SADM 16 of the emerging Local Plan.

6. Effect on the local environment and the amenity of those in the vicinity of the building

- 6.40. The ES fully assesses the environmental impacts of the development on the amenity of those in the vicinity of the site. Chapter 9 'Wind Analysis and Pedestrian Comfort' demonstrates that the development would have a 'negligible' effect on the pedestrian level wind conditions within the existing surrounding area.
- 6.41. Further, the Daylight and Sunlight Impacts on Neighbouring Properties report provides an assessment of the potential daylight, sunlight and overshadowing effects of the proposed development on the surrounding residential developments which are coming forward in the immediate area, namely South Side Phase 1 to the south and North Side to the north. The report assesses the impacts upon the North Side development approved under the 2019 Planning Permission and the proposals of the 2021 planning application (ref: 6/2021/0181/MAJ).
- 6.42. The Daylight and Sunlight Impacts on Neighbouring Properties report demonstrates that all daylight and sunlight levels within the neighbouring buildings would be satisfactory in accordance with the requirements of Policy SADM 11 of the emerging Local Plan and deliver good standards of amenity for buildings overall.

7. Contribution to permeability

- 6.43. The contribution to permeability and other core urban design principles are set out at paragraphs 6.13 to 6.19 of this Statement.

8. Provision of a well-designed environment, including fitness for purpose

- 6.44. The proposals are fit for purpose: the proposals have been developed in the context of MTVH's vision for the site, to build excellent standard homes which meet contemporary design standards, Secured by Design Principles and fire standards.
- 6.45. In addition, the accompanying Internal Daylight, Sunlight and Overshadowing report concludes that the overall daylight and sunlight performance of the proposed scheme is exemplary for a development of its nature.
- 6.46. The discussions around Secured by Design has been in collaboration with Hertfordshire Constabulary, with feedback received following pre-application discussions being absorbed into the design development process. In the interest of fire safety and to ensure the safety of all future building users, an independent fire consultant has been appointed to inform the development design. Advice has informed the scheme design, and the full fire strategy is detailed within the Fire Safety Planning Statement which has been submitted as part of the application.

9. Effect on the historic context of the Application Site and the wider area

- 6.47. Previous proposals for the site have been determined to result in less than substantial harm to the nearby heritage assets. The submitted Heritage Statement fully assesses the likely effects of the proposed development on designated and non-designated heritage assets, namely the former Shredded Wheat Factory (Grade II), the nearby Peartree and Welwyn Garden City Conservation Areas, and the Grade I listed Hatfield House and the Grade I registered Hatfield House Park.
- 6.48. In terms of the effect of the proposed development on the setting of the Grade II listed former Shredded Wheat Factory, the Heritage Statement demonstrates that the development would better reveal the significance of the heritage asset and enhance its immediate setting. Whilst a reduction in visibility of the silos has been identified in some of the long distance views from Hatfield House and Park, this change is not considered to harm the significance of the silos given that there is no significant historical architectural link between the two heritage assets. It is also noted that the 2019 Planning Permission also resulted in a reduction to the visibility of the silos.
- 6.49. It is also recognised that the change in the setting of the Grade II listed Roche Factory Building, south of the site, would have no effect on the significance of the heritage asset. In addition, the proposed development would have no effect on the setting, character, appearance or significance of the Welwyn Garden City or Peartree Conservation Areas.
- 6.50. A very low level of less than substantial harm has been identified to the Grade I listed Hatfield House, although there would be no effect on the significance of the associated registered Hatfield House Park. The development would impact on certain views along the southern approach. The significance is already harmed by the silos of the former Shredded Wheat Factory, and the 2019 Planning Permission would have also resulted in harm. The effect of the proposed development on the setting of Hatfield House has been carefully considered throughout the design process and the subtle use of materials proposed and their colour have been chosen to reduce the harm caused by the silos by covering them with a townscape of softer, earthy hues.
- 6.51. NPPF paragraph 196 and draft Policy SADM 15 require that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed

against the public benefits of the proposal. We consider the public benefits below.

- **Sustainable location for development:** WHBC's long-established ambition for this site is to deliver a mixed use development, including a significant proportion of housing. The site is a key brownfield site close to central Welwyn Garden City and extremely well-connected to sustainable transport nodes. In accordance with NPPF paragraph 122, the development therefore makes efficient use of land to meet an identified need for housing at a site with significant opportunities to promote sustainable travel modes and limit future car use. The site is also in a location where WHBC is actively promoting regeneration and change through adopted and emerging policy and the grant of planning permission previously (the 2019 Planning Permission).
- **Delivery of a significant quantum of housing:** The NPPF gives substantial weight to the provision of housing on brownfield land. The development will provide an additional 286 homes in an appropriate and acceptable mix to deliver a sustainable community which meets the housing needs of the borough. As discussed earlier in this Statement, the borough is facing significant pressures in meeting its housing targets on brownfield land and has failed to meet the housing targets set by the Housing Delivery Test 2020. The provision of additional housing at one of the most appropriate locations in the borough is therefore of substantial social benefit. In addition, delivery of more housing here will ease the pressure for housing development elsewhere, particularly greenfield sites, and therefore provides further environmental benefits.
- **Delivery of affordable housing:** The development will provide an uplift in affordable housing which exceeds local planning policy requirements. The provision of on-site affordable housing will make a strong contribution to local housing need through meeting the needs of different groups in the community. Overall, the development will provide 294 affordable homes, the delivery of which will be a significant social benefit associated with the proposals.
- **Provision of improved open space and public realm:** The proposed scheme will deliver a significant provision of communal open space. Public realm enhancement will also be provided at the upper floors of the residential blocks within the communal roof terraces. These spaces provide enjoyable outdoor amenity that can be used as extensions of the living spaces. The layout of the scheme produces interconnected flexible green spaces which respond to use and movement of pedestrians, cyclists, residents and visitors.
- **High quality design:** The scheme has been designed to provide an exemplar development which respects neighbouring land uses, to respond to the constraints and opportunities created by the former Shredded Wheat Factory and to positively contribute to the local character of the area. The development has been designed meet or exceed nationally described space standards for residential dwellings and all dwellings will comply with M4(2) 'Accessible and Adaptable Dwellings'.
- **Sustainable transport measures:** The new proposals include a range of sustainable transport measures, which includes the Car Club. The Car Club means that those households who do not own a vehicle will still have access to one as and when they may need one. This arrangement has been proven to reduce on-street parking pressure on the surrounding local roads. In addition, secure cycle parking is provided for every dwelling and the internal layout of the scheme itself will provide a high quality, permeable environment for pedestrians and cyclists with landscaped links and routes located throughout the site to promote connectivity. The range of highways and transport improvements will mitigate the effects of the travel demand generated by the development and will significantly enhance the sustainable travel options for Welwyn Garden City as a whole.

- **Enhancement of setting of listed building:** The proposed building layout and landscaping ensures that visual links to the former Shredded Wheat Factory are maintained. The proposed development would better reveal the significance of the listed building and enhance its immediate setting.
- **Net Biodiversity Gain:** The site is currently of little ecological interest and is of limited local ecological value. The ecological value of the site would be greatly improved as a result of habitat creation and ecological enhancement measures as part of the proposed development. This includes wildflower / grassland planting, the provision of bird and bat nesting and roosting opportunities, provision of hedgehog sheltering opportunities and the creation of garden/shrub areas within the scheme design. The development therefore provides net environmental gains in accordance with paragraph 118 of the NPPF.
- **Sustainable Design:** A range of resource efficiency measures, efficient supply of energy and the application of low / zero carbon technologies have been considered and implemented in order to achieve a 28.4% reduction in overall carbon emissions over Part L 2014 of the Building Regulations. In addition, the proposed scheme achieves an efficient energy supply reduction of 24.0%, demonstrating a net positive effect of the development on the sustainability of the area.
- **Socio-Economics:** £11m of annual expenditure generated from the new homes' residents estimated to be retained in the local economy. Worth over quarter of a billion pounds to Welwyn Garden City's economy. This is alongside the creation of 245 full time equivalent jobs during the construction phase
- **Financial Contributions:** Financial contributions will be paid by MTVH to the local and county council in financial contributions to the strengthening of local community infrastructure, including education and healthcare facilities.
- **Sustainable Urban Drainage:** The drainage infrastructure to be delivered as part of the development will improve the local drainage – reducing run off into neighbouring sites.

6.52. Overall, the heritage harm has been determined as being a very low level of less than substantial harm. The significant public benefits associated with the proposals would demonstrably outweigh the harm to the heritage assets to accord with the NPPF and adopted and emerging local planning policies and guidance.

Housing Mix, Quality and Tenure

Housing Mix

- 6.53. The proposed housing mix for the Phase 2 detailed element is set out at **Table 1**.
- 6.54. Policy H8 of the adopted District Plan seeks for new residential developments to incorporate a range of dwelling types and sizes, where appropriate, and for the mix to reflect the shortfall of flats, bedsits and one and two bedroom properties in the borough. Policy SP 7 of the draft Local Plan requires proposals to demonstrate how the mix reflects WHBC's latest evidence of housing need and contributes to meeting the varied needs of different households.
- 6.55. The proposed housing mix reflects the emerging policy position by seeking to enhance the local environment and create a sustainable, supported neighbourhood of an appropriate scale through taking opportunities to deliver more homes that suit 21st century lifestyles and meet a wider range of housing need; ultimately accommodating a 'Housing Career' at the site. The application site sits within the wider former Shredded Wheat Factory regeneration site and it is important to consider the housing mix proposed

under this application in the context of the wider mix, particularly phase 1 for which development has commenced.

6.56. To realise the opportunities the site presents, and facilitate a Housing Career, the housing mix has been informed by:

- **Site Specific Circumstances:** The site is a unique opportunity in the borough to create a sustainable, supported neighbourhood of an appropriate scale and density, being located directly adjacent to the Welwyn Garden City train station and within a very short walk of central Welwyn Garden City's leisure, culture, community and employment facilities. In particular, this presents the opportunity to deliver new home typologies tailored to identified demographic needs.
- **The Site's Planning History:** As has been the long established case at the site, the proposed development will accommodate wholly flatted homes; there will be no houses accommodated. This is the correct approach for the site which is centrally located in relation to the borough's major services, employment opportunities and public transport, as per paragraph 118 of the NPPF which promotes best use of underutilised brownfield sites in highly sustainable locations.
- **Delivering Excellent Homes:** The internal layouts appropriately locate homes to ensure optimal size, layout, aspect, relationship with neighbouring homes, access to natural light and access to appropriate external amenity. This design approach has informed the overall housing mix which is therefore a consequence of high-quality design.

6.57. The Welwyn Hatfield Strategic Housing Market Assessment Update 2017 ('SHMA') (May 2017), prepared by Turley, forms part of the evidence base of the emerging Local Plan. The SHMA formulates its proposed borough-wide target housing mix based on 2011 Census data at Table 6.3 (see **Table 2**).

Table 2: Proposed Borough-Wide Target Housing Mix

	1 Bed	2 Bed	3 Bed	4+ Bed
Proportion of households requiring...	13%	22%	41%	23%

Source: Welwyn Hatfield Strategic Housing Market Assessment Update 2017

6.58. The SHMA demonstrates that households in the borough have a propensity to occupy larger homes, and certainly homes at a ratio of persons to bedrooms much lower than one. Specifically, 67% of one person households occupy homes with two bedrooms or more, or 38% of one person households occupy homes with three bedrooms or more. Smaller households occupying larger homes are common and include sharers and older households which have reduced in size (i.e. parents whose children have left home), amongst others.

- 6.59. Turley's interpretation of this data is that households occupy larger homes, so the borough needs larger homes. However, an alternative interpretation may be that households are occupying homes at a size which is available to them. The application proposals aim to deliver a housing mix which is broad and appropriately responds to the borough's need to accommodate households in homes commensurate to the number of people living in them. Delivery of homes which can accommodate smaller households in appropriately sized homes, at a site which is one of the most appropriate locations in the borough to do so, will allow freeing up of existing stock of larger homes to provide for families and larger households, the vast majority are not flatted homes.
- 6.60. In terms of the wider site, it is also important to consider the provision of family homes at the South Side phase 1 site which contributes to the overall housing mix of the wider development.
- 6.61. Feedback received from WHBC following pre-application meeting 4 confirmed that the approach to the proposed housing mix, and the justification provided was sufficient provided the same justification was submitted as part of the full application.
- 6.62. The proposed housing mix is therefore compliant with the requirements of adopted Policy H8 and draft Policy SP 7 by meeting the housing needs of different households, either directly through the provision of housing on-site or through the freeing up of housing stock elsewhere.

Housing Quality

- 6.63. The proposals will deliver a high standard of residential accommodation and will meet or exceed relevant residential quality standards set by adopted and emerging local planning policy.
- 6.64. In accordance with Policy SADM 11 of the emerging Local Plan, all dwellings will meet or exceed the nationally described space standards and the number of dual aspect units has been maximised through the layout and massing of the development. Where single aspect units are required, the proportion of these which are north facing has been minimised to only 5% in respect of Phase 2.
- 6.65. In addition, all units will have access to private amenity space, most commonly via a balcony. All balconies will be a minimum of 1.7m in depth. Beyond the private amenity, the proposals also include communal podium and roof terraces, further enhancing the space available for residents for community interaction and play space for children.
- 6.66. Draft Policy SP 7 requires that at least 30% of all new dwellings meet Building Regulations Part M4(2) standards for 'Accessible and Adaptable Dwellings'. The proposals will significantly exceed this policy requirement with all homes to be constructed to M4(2) standards.

Housing Tenure - Affordable Housing

- 6.67. The approval of this new planning application will secure **more homes, more affordable homes and affordable homes which are more affordable.**
- 6.68. A minimum of 40% of the 721 proposed new homes will be affordable, subject to the tenures of the homes within Phase 3. MTVH is applying for outline planning permission for Phase 3 and so at this stage it is assumed that all homes in Phase 3 will be sold privately on the open market, as per the 2019 Planning

Permission. With Homes England support, MTVH's ambition is to provide as many affordable homes on site as is financially viable. Nonetheless, this planning application meets and exceeds WHBC's planning policy requirements.

- 6.69. In its formal pre-application advice, WHBC as the local planning authority has been clear that to be compliant with its policy, 30% of the uplift in homes above the 2019 Planning Permission should be affordable homes. This planning application provides a total of 286 net additional homes, resulting in a policy requirement for 86 affordable homes. In addition, the WHBC pre-application advice has confirmed that WHBC would like 50% of the affordable homes to be available at social rent. MTVH's proposal is compliant with this approach and goes further, as follows:
- At least 88 of the 286 net additional homes to 2019 Planning Permission will be affordable. In total, 294 of the 721 proposed homes are to be affordable.
 - 45 of the net additional affordable homes are to be available at social rent.
 - 100% of the 294 affordable homes will be within the first of the subject phases, Phase 2. At the completion of Phase 2, 96% of the 525 homes completed on the South Side site will be affordable homes in a variety of tenures.
- 6.70. As opposed to the 2019 Planning Permission's dual-tenure (100% Shared Ownership in Phase 2 and 100% outright sale in Phase 3), this new planning application is proposing an exciting mix of tenures tailored to, and therefore appropriate for, the former Shredded Wheat Factory site.
- 6.71. With Homes England support, this mix will establish a 'Housing Career' at the site. This will mean that households with the following financial circumstances will be able to establish a home within the new proposed phases 2 and 3:
- Lowest incomes, no deposits – Social Rent homes
 - Deposit Savers – Rent-to-Buy homes
 - Low-moderate incomes, low deposits – Shared Ownership homes
 - Moderate incomes, moderate deposits – Outright Sale homes
- 6.72. By introducing these homes sizes and tenures we can improve the housing mix at the site and deliver more homes at a wider range of price points that are more affordable to a wider range of households.
- 6.73. MTVH is working with WHBC to establish a Local Lettings Plan for the site. The Local Lettings Plan will help promote a balanced and sustainable community. As an example, this includes encouraging occupiers of its homes to downsize to homes in MTVH's Phase 1, specifically to free up larger homes for larger households.
- 6.74. With Homes England support, the target affordable home mix is as provided at **Table 3**:

Table 3: Target Affordable Home Mix

Tenure	Studio	1-Bed	2-Bed	3-Bed
Social Rent	0	15	26	4
Rent-to-Buy	0	15	26	4
Shared Ownership ²	22	63	119	0

6.75. The affordable homes will be the first to be delivered on site and will be distributed appropriately across the site, as shown in Figure.1 below.

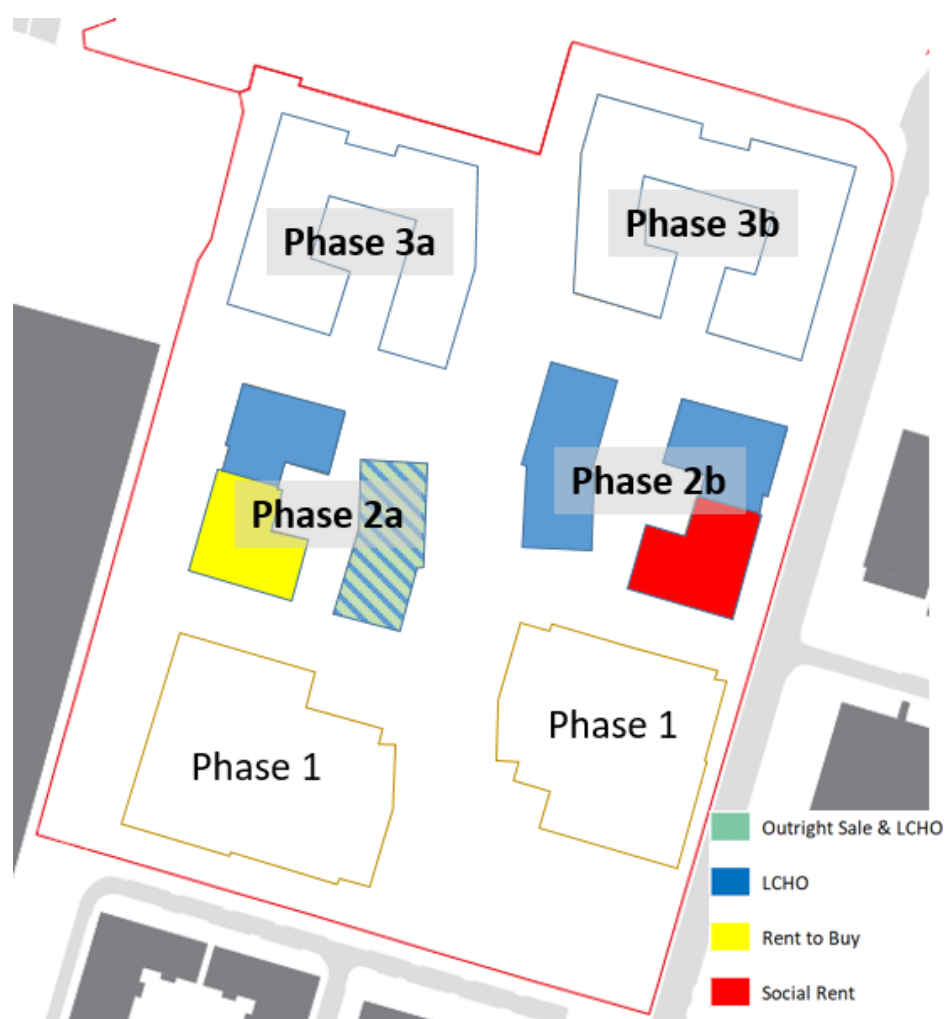


Figure 1: Target Affordable Home Site Distribution³

² Shared Ownership, also known as Low Cost Home Ownership ('LCHO')

³ LCHO meaning Low Cost Home Ownership, or Shared Ownership

Density

- 6.76. The proposed density of the scheme has been developed through a design-led approach, taking into account the various site constraints and opportunities. National planning policy is clear in its advocacy for developing brownfield sites at increased densities where housing supply is constrained and where other development planning policy is satisfied. The optimisation and intensification of residential uses across phases 2 and 3 wholly accords with this thrust of national policy, and has been supported in principle by WHBC planning officers during pre-application discussions.
- 6.77. At the local level, the Broadwater Road West SPD provides the sustainable vision for the site at paragraph 5.25 as making efficient use of land and the encouragement of significant residential development close to public transport nodes and central amenities.
- 6.78. The acute housing pressures facing WHBC are also demonstrated through the low housing delivery performance set out in the Housing Delivery Test 2020. The site therefore provides opportunity to maximise housing delivery on a highly sustainable site and reduce pressures on other less sustainable sites to meet housing needs for the borough. This wholly accords with paragraph 123 of the NPPF which seeks to avoid lower densities and ensure that developments make optimal use of each site in places where there is an existing or anticipated shortage of land for meeting identified housing needs.
- 6.79. Draft Local Plan Policy SP 17 relates to the wider Broadwater Road West mixed-use development site. The Draft Local Plan Proposed Submission (August 2016) allocates the Broadwater Road West site for the delivery of 1,020 homes. However, this figure has been significantly increased by the proposed Main Modifications to the Local Plan (January 2021) to a capacity of approximately 2,424 homes. The Main Modification notes the additional proposed allocation of the BioPark site for residential use (250 dwellings), albeit the BioPark site is currently subject to a planning application for 289 homes (Ref: 6/2020/3420/MAJ), however the significant increase in the residential capacity of the site clearly demonstrates WHBC's aspiration to increase density within the application site. It is considered that the increased capacity set out in the emerging Local Plan reflects the positive pre-application discussions held with the Applicant in respect of the optimisation of the application site, and indeed with Wheat Quarter Ltd in respect of the North Side site.
- 6.80. The significant increase in the residential capacity of the site demonstrates the Council's emerging aspirations to optimise the density of residential development on the application site, and wider site allocation. The proposals wholly accord with the emerging site allocation.
- 6.81. Overall, the site is a brownfield site which is in a highly sustainable part of the borough and well-connected to sustainable transport nodes and town centre job opportunities, services and facilities. Making the optimal use of this site through increased density accords with the general thrust of the NPPF and particularly Section 11 'Making effective use of land'. In addition, the optimisation of the land is supported at the local level through the draft allocation set out in the emerging Local Plan.

Sustainable Transportation

- 6.82. Section 9 of the NPPF identifies the importance of promoting sustainable transport, through careful consideration of transport issues throughout the plan-making and development process, as well as ensuring that any potential impacts on existing transport networks are mitigated against, whilst promoting

sustainable modes of transport such as walking, cycling and public transport. The environmental impacts of traffic and transport infrastructure must also be identified, assessed and taken into account.

- 6.83. WHBC's current and emerging Local Plan reflects the guidance of the NPPF.
- 6.84. The development has been designed from the outset to capitalise on the site's excellent location, to promote sustainable travel choices for both residents and visitors and to reduce reliance on the car.
- 6.85. The adopted Broadwater Road West SPD provides guidance on the approach to access, linkages and routes into and through the site, including new or improved pedestrian and cycle links between the site and the town centre, across the railway, along Bridge Road and along Broadwater Road. These principles informed the movement strategy for the 2019 Planning Permission, and continue to inform the proposed development.
- 6.86. A key element of the proposed development is the introduction of appropriate infrastructure to encourage sustainable travel.
- 6.87. The site is already highly accessible on foot, by bike and by bus and rail. The transport infrastructure surrounding the site lends itself to encouraging these modes of travel. The development has therefore been designed to incorporate direct segregated pedestrian access into the site, and to provide secure cycle parking spaces for each dwelling.
- 6.88. In addition, secured already by the 2019 Planning Permission, improvements will be made to the pedestrian realm on Bridge Road and Broadwater Road as well as links into the town centre to enhance the pedestrian and cycle environment around the site.
- 6.89. The accompanying Transport Assessment ('TA') has been developed to seek to influence modes of travel to and from the proposed development rather than merely predicting travel patterns and providing mitigation.
- 6.90. The proposed development is supported by a comprehensive four-part Transport Implementation Strategy ('TIS') comprising:
- Framework Travel Plan;
 - Delivery and Servicing Plan;
 - Construction Logistics Plan; and
 - Car Parking Management Plan.
- 6.91. The Framework Travel Plan which sets out ambitious but achievable targets for walking, cycling and public transport use, and includes a range of infrastructure and management measures to achieve those targets. As an example, each home will have access to secure cycle parking and additional cycle parking will be available to visitors.
- 6.92. The accessibility audit described in Section 5 of the accompanying TA demonstrates that future residents of the proposed development would have a genuine choice of modes of travel; these residents would not be reliant on a private car to travel to work, education, leisure, shopping or other journeys.

- 6.93. The residual 'essential' car journeys have been assessed and accommodated.
- 6.94. For the residual 'essential' car journeys, the provision of a new Car Club as part of this development significantly reduces the private residential car parking demand, whilst still allowing residents the ability to use a car for those journeys where they cannot, or choose not to walk, cycle or use public transport. MTVH will let a contract with a commercial operator which is expected to include:
- Free 3 year membership for new residents providing access to cars on site, the rest of Hertfordshire and the UK;
 - First car to be delivered by first occupation;
 - Bespoke marketing material and membership certificates;
 - Briefing of sales staff at the development on the car club and attendance at promotional events;
 - 24/7 customer service team;
 - 24/7 booking system including mobile booking site (IOS and Android) and iPhone app;
 - Vehicle insurance;
 - Vehicle maintenance; and
 - Creation of reports and statistics for the developer and Council.
- 6.95. CoMoUK is an independent body which promotes shared mobility including Car Clubs, 2+ sharing, bike sharing and taxi sharing. Part of CoMoUK's work is research, best practice and technical advice. They state that on average one Car Club vehicle removes the need for between 10 and 20 private parking spaces.
- 6.96. Recent developments in Hertfordshire which have included Car Clubs have suggested that each Car Club space would equate to at least 6 car parking spaces. This is well below the advice from CoMoUK but still demonstrates the benefits of providing Car Club spaces rather than allocated car parking spaces. Each Car Club space therefore equates to anything from 6 to 20 residential parking spaces.
- 6.97. The on-site Car Club means that those residents who choose not to own a car would still have access to one as often as they like. In accessible areas such as this, Car Clubs allow residents who only require occasional use of a vehicle to make the choice not to own a vehicle themselves - the high quantum of Car Club provision means that residents can quite easily live here without owning a car, but still have access to one as and when they might need it for those essential journeys which cannot be easily accommodated by public transport.
- 6.98. For the final residual 'essential' car journeys by private vehicle, the accompanying TA makes clear that, the issue of parking 'need' is fully addressed by the proposed development. If a development in an inaccessible location provides less parking than it *needs* then the residents' ability to travel would be limited, potentially resulting in social exclusion. That is not the case here - the issue of parking *need* is fully addressed by the proposed development.
- 6.99. WHBC's parking standards are set out in Welwyn Hatfield District Local Plan Review – Car Parking Standards (2004) and the Interim Policy for Car Parking Standards (2014). The standards differ for different sized homes (prioritising parking need for larger family homes) and are subject to zonal areas. The site is located within Zone 2, within which a reduction in car parking is expected commensurate to its accessible location.

- 6.100. The 2019 Planning Permission included a parking strategy based on allocated residents' parking provision at a rate 40% below the guidelines, commensurate to the site's accessible location as described above, but with Car Club and visitor spaces in addition to that number. This is important because WHBC's adopted car parking standards are inclusive of all visitor parking. For the proposed development, the ratio of parking spaces for each home size has been reviewed. The same overall principles as the approved scheme have been applied but the ratios differ slightly. In total, 185 car parking spaces will be provided in Phase 2, with an illustrative total of 425 spaces, including 14 car club spaces (a conservative equivalent to at least 84 residents' spaces) and 58 spaces for visitors. In total there will be an illustrative total of 577 car parking spaces available for the illustrative 929 homes across MTVH's South Side.
- 6.101. MTVH will retain ownership of the site and manage its communal areas including the car parking. A Car Parking Management Plan will be prepared and approved by WHBC prior to occupation of the first home. A Car Parking Management Plan has been approved for the 208-home Phase 1 under construction.
- 6.102. Further, there is no feasible opportunity for vehicles to be displaced onto the surrounding highway network resulting in *harm* to the free flow of traffic or the amenity of local residents. Here, the residential roads surrounding the site are either privately maintained or covered by comprehensive, enforceable waiting restrictions. The existing waiting restrictions are considered sufficient to prevent any effect on the surrounding residential roads, however, the 2019 Planning Permission secures a legal obligation to fund pre and post-occupation parking studies and to fund any necessary traffic regulation orders ('TROs') to reinforce the on-street waiting restrictions surrounding the wider site. This addresses the issue of potential harm.

Servicing

- 6.103. Policy SAM 12 of the emerging Local Plan states that an appropriate provision of service areas, refuse storage and collection areas should be made on all developments. The accompanying TA outlines the Delivery and Servicing Plan ('DSP'), which accords with that of the 2019 Planning Permission.
- 6.104. The layout of the proposed scheme has been developed with careful consideration made to the servicing requirements for refuse collection and daily deliveries. The layout is suitable for a 4-axle large refuse vehicle, which exceeds the requirement for a 3-axle refuse vehicle set by WHBC.
- 6.105. In addition, swept path analyses of a 7.5t box van were conducted and these vans can comfortably use the car parking areas for daily deliveries.
- 6.106. Refuse collection arrangements have been carefully considered as part of the servicing arrangements of the site. For the phase 2 development, refuse stores are provided at ground floor level with double-doors directly onto the building frontage. Residents will be able to bring refuse down to ground level where they will have easy access into the refuse stores. This arrangement ensures the bin stores are no further than 15m from the access roads or service location, where bins can be collected directly from the stores and wheeled to the waste disposal vehicles.
- 6.107. Appropriate provision of service areas, refuse storage and collection areas would therefore be provided.

- 6.108. Prior to commencement on site a Construction Logistics Plan ('CLP') will be drawn up in partnership with HCC and WHBC and submitted for approval. The CLP will comply with the guidance document *'Building a better future for freight: Construction Logistics Plans'*.
- 6.109. The impact of the development in relation to the local highway network, public transport, cycling and the pedestrian environment has been fully considered in the TA and Transport and Access chapter of the ES. In addition to this a Framework Travel Plan, Delivery and Servicing Plan, Construction Logistics Plan and Car Parking Management Plan are included within the TA which demonstrate the arrangements to ensure a successful site both through construction and operation phases.

Trip Generation

- 6.110. The accompanying makes clear that the forecast vehicle trips are slightly lower than those previously used to assess the operational capacity of the site accesses and the wider highway network and that the impact on the wider highway network will be broadly the same as the approved scheme.
- 6.111. The wide range of highways and transport improvements, already secured by the 2019 Planning Permission, will mitigate the effects of the additional travel demand generated by the development and will significantly enhance the sustainable travel options for Welwyn Garden City as a whole.

Sustainability and Energy

- 6.112. District Plan Policy SD1 (Sustainable Development) requires proposals to demonstrate the principles of sustainable development are incorporated. Emerging Local Plan Policy SP 1 Emerging Local Plan Policy SP 10 echoes this and expects proposals to adopt sustainable design and construction principles.

Location of Development

- 6.113. Policy SP 1 of the emerging Local Plan states that the location of new development should deliver a sustainable pattern of development which prioritises previously developed land; minimises the need to travel by directing growth to those areas with good transport networks and which are well served by jobs, services and facilities; protects areas of highest environmental value; and avoids areas of high flood risk.
- 6.114. The site itself is inherently sustainable by virtue of it having been previously developed (often referred to a 'brownfield' land), which local and national planning policy prioritises the redevelopment of over the development of greenfield land, and by virtue of its location such that future residents can access work, amenities and social infrastructure sustainably. The accessibility audit described in Section 5 of the accompanying TA demonstrates that future residents of the proposed development would have a genuine choice of modes of travel; these residents would not be reliant on a private car to travel to work, education, leisure, shopping or other journeys.
- 6.115. The site is in Flood Zone 1 and is not in a critical drainage area. The proposals will include Sustainable Drainage Systems ('SuDS') which serve to manage surface water runoff and include soft planting, permeable surfaces and green / brown roofs. Full detail is provided in the Flood Risk Assessment ('FRA') and Drainage Strategy report.

Biodiversity Net Gains

- 6.116. Extensive habitat creation will be provided on this brownfield site, through delivery of a multi-layered landscape at ground floor, podium garden and all roof levels – providing diverse ecological enhancements. The planting of native trees, grassland areas, ornamental planting of benefit to wildlife and green / brown roofs provide enhanced foraging opportunities for bats, birds and invertebrates – contributing to a variety of nectar sources of benefit to pollinator species. Key features for targeted species will also be incorporated into the scheme such as bird, bat and invertebrate boxes. Existing habitats of value along the western boundary will be retained, protected during construction and linked to these new habitats, which overall provide a substantial net gain in biodiversity in accordance with NPPF paragraph 170 and Policy SADM 16 of the emerging Local Plan which seeks for proposals to enhance biodiversity wherever possible.

Energy Strategy

- 6.117. Policy SADM 13 of the emerging Local Plan states all major development proposals must demonstrate that they have sought to maximise opportunities for renewable and low carbon sources of energy supply. The Broadwater Road West SPD requires the development to achieve a 10% carbon reduction over Part L of the Building Regulations from on-site, zero or low carbon energy sources, including connecting to either a local, decentralised, renewable or low-carbon energy supply; such as Combined Heat and Power ('CHP').
- 6.118. The development proposals have been designed to be sustainable from the outset, in compliance with the energy hierarchy.

Reduce the need for energy: The design will utilise Passivhaus principles and will be designed with a fabric first approach. All fabric U Values, air permeability and ventilation targets are above Building Regulations Compliance, incorporating:

- High levels of insulation throughout with minimal thermal bridges;
- Passive solar gains and internal heat sources;
- Excellent level of airtightness; and
- Good indoor air quality by openable windows.

Use energy more efficiently: Operational usage will be improved further by ensuring better occupant management through:

- Energy display devices showing electricity and primary fuel consumption;
- Efficient white goods where supplied, A or A+ rated;
- Low water use fittings on sanitary ware to achieve ; and
- A Home User Guide to explain how to use the home, fittings and appliances efficiently.

Supply of energy: The proposal is to connect the development to the local district heating network with the energy centre being constructed as part of the South Side Phase 1 works. The new dwellings will therefore benefit from both CHP and communal gas boilers (provided in the energy centre) to satisfy both the space heating and hot water requirements.

Further, all reasonable on-site renewable technologies have been investigated for their suitability to the site and development. It is proposed that the development will provide photovoltaics, orientated south on the main flat roof areas, providing a further 7.4% reduction in CO₂.

- 6.119. As a result of the above, the predicted Phase 2 site-wide reduction in CO₂ over Part L 2014 Building Regulations is 35.8% with an efficient energy supply reduction of 24%, and a renewable energy contribution of 7.4%. The total from on-site, zero or low carbon energy sources is 31.4%. The predicted Phase 3 site-wide reduction in CO₂ over Part L 2014 of the Building Regulations is 32.9% with an efficient energy supply reduction of 22.8% and a renewable energy contribution of 3.9%. The total from on-site, zero or low carbon energy sources is 26.7%.
- 6.120. The development therefore maximises opportunities for renewable and low carbon sources of energy supply in accordance with Policy SADM 13 of the emerging Local Plan.

Human Health

- 6.121. Policy SADM 18 seeks to ensure that pollution will not have an unacceptable impact on human health. Policy SP 15 of the emerging Local Plan notes Welwyn Garden City's historical significance and unique heritage as a garden city designed for 'healthy living' and supporting healthy living and communities is a thread which runs through the emerging Local Plan.
- 6.122. A Health Impact Assessment ('HIA') has been prepared to assess the potential health impacts of the proposed development. The HIA provides full details of the 51 criteria against which the development has been assessed. Of those criteria, 29 have a positive impact, 21 a neutral impact and only 1 results in a negative impact. Positive impacts include, but are not limited to:
- Healthy housing design and provided in a mix of sizes to support the needs of different groups of people;
 - Promoting active travel such as walking and cycling and minimising car use;
 - Provision of 3,745sqm of dedicated public open space on-site and 5,340sqm of semi-private amenity space for future residents at roof and podium levels of all blocks;
 - Provision of a range of play spaces for children and young people, including a Local Area of Play for children aged 4-6 years and smaller areas of doorstep play; and
 - Designed in accordance with Secured by Design principles.
- 6.123. The 1 negative impact identified in the HIA is due to the scheme not delivering any specialist form of housing, such as extra care, sheltered housing or wheelchair accessible housing. However, it should be noted that extra care housing will be delivered as part of the wider masterplan with the 2019 Planning Permission securing consent for 114 extra care homes, which is proposed to be increased to 250 homes under the current proposals for the North Side site (ref: 6/2021/0181/MAJ). Sufficient specialist housing is therefore provided in the local area as part of the wider site.

Sustainable Transport Measures

- 6.124. In addition to the site's accessibility to services and public transport nodes, the development will provide a range of sustainable transport measures, including:
- Secure cycle parking for all residents and visitor cycle parking;
 - Residents' Travel Plan to promote sustainable travel choices;
 - High quality pedestrian and cycle infrastructure throughout the site;
 - New Car Club spaces provided on-site for residents and the wider community; and
 - Electrical vehicle charging points to all Car Club spaces and 20% of all other parking spaces on-site.
- 6.125. In addition to the above, off-site pedestrian and cycle improvements are being carried out which are part of the 2019 Planning Permission. These improvements are funded by the redevelopment of the North and South Side sites combined, of which the application site forms part. The off-site transport improvements include the reallocation of space to pedestrians and cyclists on Broadwater Road and Bridge Road, as well as the refurbishment of the rail bridge to provide better access to the railway and bus stations.
- 6.126. Full details of the proposed sustainable transport measures are provided in the TA and Framework Travel Plan.

Water Use Efficiency

- 6.127. Policy SP 1 of the emerging Local Plan seeks for water efficiency measures to be incorporated into design. Policy SADM 13 continues by setting a requirement for all new dwellings to achieve an estimated water consumption of no more than 110 litres / person / day, with water reuse and recycling and rainwater harvesting incorporated wherever feasible.
- 6.128. In response, the proposed fittings shall have low flow rates, capacities, effective flush volumes, etc. Through these measures, it is estimated that a total internal water consumption of 104.80 litres / person / day will be achieved, below the policy target.

Construction

- 6.129. The construction phase of this redevelopment will also be carried out in compliance with the energy hierarchy. The construction effects of the development will be managed through the development of a project and site-specific Construction Environmental Management Plan ('CEMP'), to be agreed with the Local Authority prior to the commencement of works. The CEMP would outline methods for contractor and general public liaison, hours of work, methods to deal with complaints and outline management practices to control dust, traffic and access, waste, water pollution, ecological and archaeological effects, ensuring a high level of control throughout the construction works. The procedures within the CEMP will ensure the delivery of a high level of environmental control throughout the construction phase.
- 6.130. A Site Waste Management Plan ('SWMP') will be developed and implemented detailing how waste created during the construction phase will be managed, following the waste hierarchy. All relevant contractors will therefore be required to investigate opportunities to minimise waste arising at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of construction materials. Whilst the contractor for the proposed development is yet to be confirmed, it is expected that when appointed they will work towards the same targets as within South Side Phase 1, including 99% diversion

from landfill.

- 6.131. The minimisation of waste will help to reduce Green House Gas emissions from waste materials and waste transport.
- 6.132. Further, material procurement will be undertaken with consideration of sustainable principles, including:
- All building materials utilised for the Proposed Development shall be rated A+ or A in accordance with the BRE Green Guide.
 - All insulation materials will have a Global Warming Potential (GWP) of 5 or less; and
 - Materials will be responsibly sourced (such as FSC timber), recycled or reclaimed where possible.

The Future Environment

- 6.133. An Environmental Statement ('ES') has been submitted to assess the environmental effects of the proposals. There have been no significant adverse effects identified as a result of the development, subject to the implementation of mitigation, and in some respects the proposals will have a positive effect. Full details can be found in the ES. A summary is provided below of the topic areas that have not already been discussed above.

Air Quality

- 6.134. Paragraph 170 of the NPPF identifies that new developments should prevent the output or risk of unacceptable levels of air pollution, developments should make every effort to ensure that local air quality conditions are improved. Policy R18 of the adopted District Plan makes clear that the potential effects on local air quality will be regarded when considering and determining planning applications. Policy SADM18 of the Emerging Local Plan also reflects this approach.
- 6.135. Chapter 8 of the ES provides details of the air quality impact assessment undertaken to assess both construction and operational effects associated with the proposed development. The assessment concludes that through good site practice and implementation of the necessary mitigation measures, the potential for the release of dust and particulate matter will be effectively mitigated against to ensure negligible effects on air quality.
- 6.136. In addition, during the occupation and operation of the proposed development, the output of concentrations of pollutants will remain below the relevant objective limits for local air quality, as well as the emissions arising from traffic generated by the development.
- 6.137. Therefore, the site is considered to be suitable for the proposed use with regards to air quality and the scheme is in compliance with the NPPF and Policy R18 of the adopted District Plan and Policy SADM18 of the emerging Local Plan.

Wind Microclimate

- 6.138. Policy D3 of the adopted District Plan and Policy SP 9 of the emerging Local Plan both identify that proposals for development should take the wind microclimate into consideration with regards to the orientation and design of buildings and spaces.

- 6.139. The proposed development does not include buildings which would be considered 'tall' in terms of wind effects. Nevertheless, Chapter 9 of the ES provides a qualitative assessment of the likely development effects on the pedestrian level wind environment through an experience-based desk study. The assessment concludes that:
- The development is expected to have a negligible effect on pedestrian level wind conditions with regards to pedestrian safety, and conditions in and around the site are expected to be safe for all users;
 - In terms of pedestrian comfort, with respect to wind force, thoroughfares within and alongside the site are expected to be generally suitable for pedestrian access to, and passage through or past, the development;
 - Main entrances to the development are expected to enjoy suitable conditions for pedestrian ingress / egress;
 - Recreational spaces are expected to have general suitable conditions for planned activities;
 - The development is expected to have a negligible effect on the pedestrian level wind conditions within the existing surrounding area; and
 - Any adverse cumulative effects are expected to be limited to no worse than a localised minor adverse effect at the space between block 1 of the North Side development and the LDS building.
- 6.140. The proposals would therefore meet the requirements of Policy D3 and Policy SP 9 of the adopted and emerging Local Plan.

Noise and Vibration

- 6.141. Paragraph 180 of the NPPF states that new developments should avoid giving rise to adverse noise impacts on the site and surrounding area. Policy R19 of the adopted District Plan states that proposals will be refused where they generate unacceptable noise or vibration and that adequate mitigation measures must be implemented to ensure that the impact and level of noise is controlled.
- 6.142. The noise and vibration assessment is based on a computer noise model, informed and validated using environmental noise measurements and traffic data provided for the surrounding road links. The impact of noise and vibration has been predicted and assessed in accordance with BS 5228.
- 6.143. The assessment concludes that subject to generic mitigation measures, the impact of noise and vibration during the construction period is adequately controlled. Subject to appropriate consideration of glazing and passive or active ventilation, all residential dwellings can achieve the required internal noise levels.
- 6.144. Further, the likely short and long-term effects due to any increase in road traffic are identified as negligible for all existing receptors adjacent to the surrounding roads.
- 6.145. The proposals therefore accord with national and local policy and guidance with regard to the control and mitigation of adverse noise and vibration generation from the construction of the site, as well as the longer-term use of the site for residential purposes.

Ecology and Biodiversity

- 6.146. Paragraph 170 of the NPPF identifies that planning policy and decisions should make every effort to contribute to and enhance natural environment. Development proposals should consider their cumulative impact on landscapes, biodiversity, geological value and the character of the natural environment. Local planning policy requires that new developments must positively contribute to the biodiversity of the site.
- 6.147. The ecological assessment concludes that the site contains limited ecological interests with largely negligible habitats due to the existing condition of the site as bare ground. All of the six trees considered to have bat potential are proposed to be retained to ensure that there is no harm to any roosting bat populations. Other mammals, reptiles (low risk) and nesting birds within the site will be safeguarded during construction works through the implementation of standard avoidance and mitigation measures.
- 6.148. In the long term, there are opportunities to significantly improve the ecological value of the site, through habitat creation and ecological enhancement measures, as well as the protection and promotion of bat, hedgehog and reptile habitats on site.
- 6.149. The proposals have suitably considered the ecological impact of the development on the site and the measures proposed to promote biodiversity on site is therefore in accordance with the requirements of the NPPF and Policy R11 of the adopted District Plan and Policy SADM16 of the emerging Local Plan.

Water Quality, Hydrology and Flood Risk

- 6.150. National and local planning policy requires inappropriate development in areas at risk of flooding to be avoided by directing development away from areas at highest risk. The site is located in Flood Zone 1 and is not in a critical drainage area. The proposals will include Sustainable Drainage Systems ('SuDS'), as detailed within the Flood Risk Assessment ('FRA') and Drainage Strategy report, which serve to reduce the rate of surface water runoff to be lower than the current natural rate of runoff during extreme events, in accordance with local planning policy.
- 6.151. Consultation with Thames Water has confirmed that the foul sewerage system does not have the capacity to accommodate the needs of the proposed development. Therefore, following the grant of planning permission, appropriate mitigation will need to be implemented by Thames Water.

Ground Conditions and Contamination

- 6.152. An assessment of ground conditions and contaminations has been undertaken using the findings of a desk based study and various intrusive site investigations undertaken at the site over a number of years. Localised soil contamination around the former Polycell Factory (now demolished) has been identified but no further widespread or significant contamination has been identified. The localised contamination has been subject to multiple phases of remediation and levels of contamination have significantly decreased.
- 6.153. The assessment demonstrates that land contamination is unlikely to worsen during site activities. Good site practice, including the use of Personal Protective Equipment ('PPE') and implementation of a Construction Environmental Management Plan ('CEMP') to be secured via planning condition, would further support these conclusions.

Socio-Economics

6.154. The socio-economics assessment has utilised a series of commonly used methodologies to quantify the economic effects during the construction of the development. Other qualitative techniques have also been adopted to assess the social effects of the development. These are summarised below:

- Creation of 245 full time equivalent jobs during the construction phase;
- £11.0 million increase in household spending in the local economy;
- Sufficient capacity exists to serve the development at local hospitals and dentists;
- The variety of open space areas, including play areas, provide a beneficial impact for future and neighbouring residents; and
- The development will make contributions to the following services to mitigate against increased demand from the proposed development:
 - GP services;
 - Primary and secondary schools;
 - Childcare;
 - Youth services; and
 - Libraries

6.155. In terms of crime, the proposed development is designed in accordance with Secured By Design principles, which will create local surveillance and maximise active frontages throughout the proposal, as well as implementing lighting, CCTV and site management measures at entrances to impede the potential for crime. With this range of measures incorporated into the development, there is scope for a minor beneficial impacts in the long-term on crime in the area. The Applicant has also met with Hertfordshire Constabulary to talk through the proposed development and received comfort that the proposed design would align with Secured by Design principles.

6.156. Overall, the development will provide significant economic and social benefits to the local area.

Waste

6.157. An assessment of the potential impacts during the construction phase has been carried out using available guidance. It is notable that site clearance has already been completed. Through good site practice and the implementation of suitable mitigation measures such as a CEMP, Resource Management Plan ('RMP') and a SWMP, any potential temporary impacts may be effectively mitigated.

6.158. It is proposed that a centralised management system will be implemented for the collection of the domestic waste (including recycling). Collection points are provided where waste and recycling bins can be towed to by a waste operative on collection day, disposed of and the bins towed back to designated bin areas located within the undercroft areas of the individual blocks. It is proposed that waste and recycling lorry movements are limited to the periphery of the site, with no requirement for vehicles to track across defined publicly accessible spaces.

Achieving Sustainable Development

6.159. Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-making means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date (further detail given at footnote 7), granting permission unless:
 - I. The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (further detail given at footnote 6); or
 - II. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

6.160. Footnote 7 of the NPPF provides further detail as to when policies should be considered out of date for the purposes of paragraph 11. It states:

“This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.”

6.161. Footnote 6 of the NPPF provides further detail as to those areas or assets considered of particular importance for the purpose of paragraph 11. It states:

“The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and / or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park or defined as Heritage Coast; irreplaceable habitats; designated heritage assets; and areas at risk of flooding or coastal change.”

6.162. Following the publication of the Housing Delivery Test 2020 which demonstrates WHBC’s housing delivery being below 75%, the presumption in favour of sustainable development applies and the policies “most important” for determining the application are considered out of date. Consequently, planning permission should be granted unless either limb I or limb II of NPPF paragraph 11 (set out at paragraph 6.126 of this Statement) apply.

6.163. It has been demonstrated that the development would result in less than substantial harm to heritage assets and the development would provide substantial public benefits which outweigh said harm. The relevant policies of the NPPF therefore do not provide “clear reason” for refusing the development proposed.

6.164. Further, no adverse impacts of permitting the development have been identified that would significantly and demonstrably outweigh the benefits of delivering a significant quantum of additional housing, including more than a policy compliant level of affordable housing, at a highly sustainable brownfield site and a key regeneration site in the borough.

7. Planning Obligations

- 7.1. In accordance with Section 106 of the Town and Country Planning Act 1990 (as amended), planning obligations can be used as part of the planning application process to address specific planning issues arising from development proposals. The Applicant confirms that they are willing to enter into a legal agreement and will provide solicitors' details following submission.
- 7.2. Draft Heads of Terms ('HOT') will be subject to ongoing discussions during the course of the planning application. The draft HOT are likely to comprise:
- Transport related commitments;
 - Financial Contributions towards education, medical and youth services and waste / recycling facilities; and
 - S106 monitoring, legal and professional fees.

8. Summary and Conclusions

- 8.1. This Town Planning Statement has been prepared on behalf of Metropolitan Thames Valley ('MTVH') in support of a hybrid planning application for the redevelopment of phases 2 and 3 of South Side, part of the former Shredded Wheat Factory, in Welwyn Hatfield.
- 8.2. The site already benefits from an extant planning permission (ref: 2018/0171/MAJ) ('the 2019 Planning Permission') to deliver 435 dwellings as part of a wholly residential portion of the wider Shredded Wheat Factory masterplan.
- 8.3. The proposals have evolved through a design-led process in collaboration with officers at Welwyn Hatfield Borough Council ('WHBC') and through consultation with key stakeholders and the local community.
- 8.4. The application proposals will deliver a high quality residential development providing up to 721 homes (Class C3), 286 more than the 2019 Planning Permission, including a minimum of 294 affordable homes, in a range of tenures to be developed, owned and managed by MTVH.
- 8.5. A design-led approach has been taken by ColladoCollins Architects following a detailed contextual analysis of the site and surroundings, and rigorous EIA testing. The scheme has been designed to optimise the potential of the site, provide a high quality development which respects the spirit of the garden city principles; is sensitive to local heritage assets and neighbouring land uses and their amenity; significantly improves connectivity through the site; provides high quality new open space and landscape; and achieves sustainable design to meet the Council's aspirations for this site as provided by the Broadwater Road West SPD.
- 8.6. The development proposals will provide a wide range of key planning benefits for the site and surrounding area, including:
- In accordance with national and local planning policy, the proposed development will make efficient and effective use of this key, allocated brownfield site in a highly sustainable part of the borough.
 - Delivery of a significant quantum of housing, which meets local needs and contributes to the Council's five year housing land supply, easing pressure for development in less sustainable parts of the borough.
 - Early delivery of a significant quantum of affordable housing, which meets local needs.
 - Provision of improved open space and public realm, including the Weave, a 3,745sqm public park and avenue of trees on Broadwater Road.
 - High quality design.
 - Enhancement of the setting of a listed building.
 - Establishing new sustainable transport measures, including provision of a new Car Club available to residents and the wider community, a significant quantum of secure cycle parking for residents and visitors, and electrical vehicle charging points, supporting existing sustainable transport measures and locating homes so as to have access to sustainable transport measures.
 - Off-site pedestrian and cycle improvements, including the reallocation of space to pedestrians and cyclists on Broadwater Road and Bridge Road and the refurbishment of the rail bridge to provide improved access to the railway and bus stations.
 - Net biodiversity gain.

- Sustainable design, including a low carbon energy strategy.
- Socio-economic benefits, including significant direct job creation related to the development and significant additional local annual expenditure solely from the new homes' residents.
- Significant direct financial contributions paid by MTVH to local councils to strengthen local community infrastructure, including education and healthcare facilities.
- Sustainable transport initiatives, including provision of a new Car Club available to residents and the wider community.
- Establishing sustainable urban drainage to improve drainage in the area and reduce run off into neighbouring sites.

8.7. Overall, the proposed development comprises sustainable development which will deliver substantial public benefits. It has been designed taking into account of the site's existing and emerging context, pre-application consultation and the requirements of national and local planning policies and guidance. This Statement demonstrates that the proposals have been developed to accord with these policies and guidance, and as such, we respectfully request that the application is approved without delay, in accordance with paragraph 11 of the NPPF, so that the benefits of the scheme can be realised.

Town Planning Statement

South Side, Shredded Wheat Factory



Appendix 1 Planning History

Application Reference	Date Valid	Description	Decision
		2010 Application	
N6/2010/2055/MA	21/09/2010	Full Planning Permission for part demolition, repair, restoration, extension and conversion of the former Shredded Wheat factory complex to provide retail (A1 & A3), business (B1), heritage centre (D1), energy centre, new leisure centre building and Civic Square building including residential and retail (A1 to A5). Associated alterations to existing vehicular and pedestrian access and highway layout within and around the site, including the creation of two vehicular access ramps to basement parking, hard and soft landscaping, the provision of a civic square, park, public and private open space, pedestrian walkways to include the upgrade of the existing pedestrian footpath over the railway line and associated enabling works. Outline Planning Permission for development of land to the west and south of the shredded wheat factory to comprise the following uses: Retail (A1 & A5), business (B1), hotel (C1), residential, to include: houses, flats, care home and YMCA (C2 & C3); doctors surgery and pharmacy (D1); with all matters reserved apart from means of access	Decided – Refused - 11/01/2012
		2015 Application	
N6/2015/0294/PP	13/02/2015	Outline planning permission for part demolition, repair, restoration, extension and conversion of the former Shredded Wheat factory complex to include demolition of all buildings and structures except the original 1920's silos, production hall, grain store and boiler house. Refurbishment and change of use of the retained listed buildings to provide 2 Class C3 residential units, a Class C1 boutique/budget hotel, Class B1(a) offices, a Class A4 pub/bar, a Class D1 crèche and a Class D2 gym/dance/exercise studio. Erection of up to 850 Class C3 dwellings to potentially include up to 80 Class C2 (and/or C3 assisted living units), Class A1 retail, Class A3/A4 restaurants/café/bars/pubs, Class D1 community use and healthcare and Class D2 gym/dance/exercise studio floorspace. Provision of external space for leisure and recreation to include a linear park, external games/play area, allotments and a skate park. Creation of internal estate roads, paths, vehicle and cycle parking. Associated highway works comprising the widening of footways and the provision of cycle ways to Broadwater Road and Bridge Road, works to Hyde Way, junction remodelling works and the erection of a new footbridge from Bridge Road. Phase 1 (Blocks 2,3,4,5,6 & 7 on land to the north and west of Hyde Way and northern part of Block 1) – Includes Appearance, Means of Access, Landscaping, Layout and Scale in addition to all associated highway works. Phase 2 (Blocks 8,9,10,11 & 12 and southern part of Block 1 on land to the south of Hyde Way) – Includes Means of Access with Layout, Scale, Appearance and Landscaping reserved	Granted - 18/08/2017
N6/2015/0293/LB	13/02/2015	Part demolition, repair, restoration, extension and conversion of the former Shredded Wheat factory complex to include demolition of all buildings and structures except the original 1920's silos, production hall, grain store and boiler house. Refurbishment and change of use of the retained listed buildings to provide 2 Class C3 residential units, a Class C1 boutique/budget hotel, Class B1(a) offices, a class Class A4 pub/bar, a class Class D1 crèche and a Class D2 gym/dance/exercise studio	Decided – Granted 30/03/2017
6/2016/0457/FULL	18/03/2016	Improvements to footbridge to include a new floor finish, lighting and the restoration of the existing lattice steel structure	Decided – Granted 30/03/2017

		2018 Application	
6/2018/0171/MAJ	16/02/2018	Creation of a mixed-use quarter comprising the erection of up to 1,340 residential dwellings including 414 (31%) affordable dwellings (Use Class C3); 114 extra care homes (Use Class C2); the erection of a civic building comprising 497 m ² of health (Use Class D1), 497 m ² of community use (Use Class D1), 883 m ² of office (Use Class B1) and 590 m ² of retail (Class A1/A2/A3/A4/A5); alterations, additions and change of use of Grade II Listed Building and retained Silos to provide 5,279 m ² of flexible business floorspace (Use Class B1), 270 m ² Combined Heat and Power (Sui Generis), 2,057 m ² International Art Centre (Use Class D1), 1,235 m ² Gymnasium (Use Class D2), 1,683 m ² of restaurant/coffee shop/bar (Use Class A1/A3/A4/A5), Creche/Day Nursery (Use Class D1) of 671 m ² as well as a Network Rail TOC Building (Use Class B1) of 360 m ² ; plus associated car parking, access, landscaping, public art and other supporting infrastructure	Decided – Granted 15/02/2019
6/2018/0960/LB	11/04/2018	Repair, restoration, extension and conversion of the retained original 1920's silos, production hall, grain store and boiler house to provide 5,096 sq.m of flexible business floorspace (Use Class B1), 265 sq.m Combined Heat and Power (Sui Generis), 2,494 sq.m International Art Centre (Use Class D1), 1,226 sq.m Gymnasium (Use Class D2), 1,576 sq.m of restaurant/coffee shop/bar (Use Class A1/ A3/A4/A5) and Creche/Day Nursery of 644 sq.m.	Decided – Granted 15/02/2019
6/2019/0826/LB	05/04/2019	Extensions and improvements to retained original 1920s Silos, Production Hall, Grain Store and Boiler House to enable the creation of an International Art Centre, including enhanced connectivity and access.	Decided – Granted - 02/07/2019
6/2019/1330/FULL	04/06/2019	Alterations and amendments to planning permission 6/2018/0171/MAJ, for the erection of a five-storey community bridge building (1,257m ²) for flexible use (b1/d1/d2 use classes), incorporating a minimum of 338 square metres of D2 use class floor space, the removal of the skate park.	Appeal Decided – Dismissed 20/08/2020
6/2019/1347/FULL	20/06/2019	Extensions and improvements (398m ²) to retained original 1920s Silos, Production Hall, Grain Store and Boiler House to enable the creation of an International Art Centre, including enhanced connectivity and access, and flexible uses within Block 4 and Block 5 (B1/D1/D2 Use Classes).	Decided – Granted 06/03/2020

