

WELWYN HATFIELD BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE – 2 FEBRUARY 2017
REPORT OF THE EXECUTIVE DIRECTOR (PUBLIC PROTECTION, PLANNING AND GOVERNANCE)

6/2016/1647MAJ

ENCORE HOUSE, 51 GREAT NORTH ROAD, HATFIELD, AL9 5EN

CHANGE OF USE FROM B1A (OFFICE) TO C3 (RESIDENTIAL) AND ERECTION OF TWO STOREY SIDE EXTENSION TO FORM 23 RESIDENTIAL UNITS COMPRISING 10 ONE-BEDROOM AND 13 TWO-BEDROOM APARTMENTS

APPLICANT: Mr M Quinn

(Hatfield East)

1 Site Description

- 1.1 The application site is situated between Great North Road (A1000) to the west and the East Coast Mainline Railway to the east. To the south of the site is the multi storey car park which serves Hatfield Railway Station. To the north is a car park and loading area associated with 61 Great North Road which is occupied by GE Healthcare for purposes falling within Use Class B, which encompasses offices, research and development, industrial process and storage or distribution. To the north east of the application site, on the opposite side of Great North Road, is a Grade II listed building known as North Place. Also on the opposite side of the Great North Road, to the south east, is a residential development of 25 flats known as Northcotts. This building dates from the 1970's and is three storeys in height with a flat roof.
- 1.2 The application building is two storeys in height and is believed to have been built in the early 1990's. It was previously used as offices; however, it has been vacant for some time and now has deemed planning consent for conversion to residential use and the creation of 10 dwellings, following the Council's decision (ref. S6/2015/1147/OR) that prior approval is not required. This development is permitted pursuant to Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015.

2 The Proposal

- 2.1 Planning permission is sought for change of use from B1a (office) to C3 (residential) and erection of two storey side extension to form 23 residential units comprising 10 one-bedroom and 13 two-bedroom apartments. The two-storey side extension would have seven dormer windows with accommodation in roof space.
- 2.2 The proposed 23 dwellings is an increase of 13 dwellings from the form of development envisaged by the application for prior approval. This is facilitated by the introduction of a side extension measuring approximately 7m wide by 13m

long at ground floor level with a 6.2m wide undercroft and 13.2m wide by 24m long on upper floors. Its eaves level and roof height would match those of the existing building; seven dormer windows are proposed in the roof slope housing three apartments. This proposal is for additional 8 units to the 15 units already approved including the 10 units under deemed consent of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015. The proposal would involve the creation of a two-storey extension, with 1 apartment on the ground floor, 4 on the first floor and 3 on the second (roof space) floor.

3 Reason for Committee Consideration

- 3.1 This application is presented to the Development Management Committee because the proposed development would represent a departure from the Development Plan and an objection from the Hatfield Town Council.

4 Relevant Planning History

- 4.1 S6/2015/1147/OR – Prior approval for the change of use from office (B1a) to residential (C3) to create no10 units (23/07/2015)
- 4.2 6/2015/2359/MAJ - Creation of a 15 apartments, alterations to the windows and addition of dormer windows, new back entrance to the building and ancillary development. Granted 22/7/2016.

5 Relevant Planning Policy

- 5.1 National Planning Policy Framework (NPPF) 2012
- 5.2 Welwyn Hatfield District Plan 2005
- 5.3 Supplementary Design Guidance, February 2005 (Statement of Council Policy)
- 5.4 Supplementary Planning Guidance, Parking Standards, January 2004
- 5.5 Interim Policy for Car Parking Standards and Garage Sizes, August 2014
- 5.6 Planning Obligations, Supplementary Planning Document, February 2012

6 Site Designation

- 6.1 The site lies within the town of Hatfield and Employment Area EA4 as designated in the Welwyn Hatfield District Plan 2005. The application building is approximately 100m from Old Hatfield Conservation Area and 37m from a Grade II listed building.

7 Representations Received

- 7.1 The application was advertised by means of neighbour notification letters, press and site notice. One representation in support of the proposal was received from a resident of Bluebell Way; one objection has been received from a resident of Northcotts. Their comments may be summarised as:

Support

- The proposal will provide affordable housing in the area;
- The proposed extension blends seamlessly with the original building;

- The allocation of parking and bike racks, along with the proposed landscaping are great to see in the plans, and close proximity to the train line should have minimal impact with commuters simply turning right out the front door rather than using their cars.

Objection

- The developer has continued to incrementally seek to modify the proposals, with each proposal adding further units without full and proper consideration of the cumulative impact of the now several development proposals submitted for approval;
- Poorly designed, incongruous development in an area full of character and high quality design.

8 Consultations Received

8.1 Hertfordshire County Council Transport Programmes and Strategy

(HCCTPS) – The revised details complement and address those observations previously made. The formalisation of cycle parking supports the excellent sustainability credentials of the site in terms of access to public transport and cycle routes, and the car park arrangements now appear more appropriate.

The development proposals are likely to carry reduced parking demands than the office use as present. Parking within Great North Road occurs without undue detriment to local highway conditions. Any overspill / visitor parking impact would be to the immediate area, noting that the change of use shall remove some of on-street employer parking that occurs. No objection to the proposals.

8.2 Hertfordshire County Council Development Services - Based on the information to date for the development of 24 (the proposal is now for 23 units) dwellings we would seek financial contributions towards the following projects:

- Library Service towards improvements to ICT provision at the Hatfield library.

8.3 Welwyn Hatfield Borough Council Environmental Health Department (EH) – No fundamental objection subject to suggested conditions

8.4 Welwyn Hatfield Borough Council Client Services Department – No objection subject to suggested conditions requiring submission of additional information.

8.5 Hertfordshire Spatial Planning & Economy Unit Minerals and Waste Team – Due to the limited size of Employment Land Area of Search (ELAS) 225 the County Council does not wish to restrict the development on this occasion. In general, the County Council would not wish to see the loss of a large area of ELAS for non-waste uses whether by a single use or a cumulative loss of a number of smaller sites. The applicant should, therefore, be made aware that there is the potential for waste management uses in the adjoining unit should there be a future requirement in this area.

8.6 Welwyn Hatfield Borough Council Housing and Development Department – No response received

8.7 Lead Local Flood Authority – We note there have been additional changes to the ground floor plans and the drainage remains unchanged, we can confirm that we have no objection on flood risk grounds.

- 8.8 **Thames Water (TW)** – Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.
- 8.9 **Environment Agency (EA)** – No response received.
- 8.10 **Network Rail** – No objection in principle to the development subject to some requirements which must be met, especially with the close proximity to the development of an electrified railway. The requirements should be by way of condition and informatives to cover the following:

Drainage, boundary fencing, Armco barriers, method statements/OPE, soundproofing, lighting and landscaping.

9 Town / Parish Council Representations

- 9.1 Hatfield Town Council has objected to the application as follows:

“The Committee objects to this application as the Great North Rd is now a narrower road, additional cars will put a greater strain on current infrastructure. This is overdevelopment of the site.”

10 Analysis

- 10.1 The main planning issues to be considered in the determination of this application are:

1. **Whether the proposed development is acceptable in principle (Local Plan Policies GBSP2, SD1, R1, EMP1, EMP2, H2 & NPPF)**
2. **Design, layout and whether the proposal would sufficiently maintain or enhance the character and appearance of the application site and surrounding area (GBSP2, D1, D2, H6, SDG & NPPF)**
3. **Would the significance of designated heritage assets be conserved or enhanced (GBSP2, D1, D2, SDG & NPPF)**
4. **Impact on the residential amenity of future occupiers and neighbouring occupiers (Local Plan Policies D1, R19, SDG & NPPF)**
5. **4. Access, impact on the highway network and parking provision (Local Plan Policies M14 & NPPF)**
6. **Other material planning considerations:**
 - i) **Flood Risk / Surface Water Flooding (R10 & NPPF)**
 - ii) **Contaminated Land (R2 & NPPF)**
 - iii) **House in Multiple Occupation**
 - iv) **Planning Obligations (IM2 & SPD & NPPF)**

1. **Whether the proposed development is acceptable in principle and impact on the character of the area**

- 10.2 The site is located in a designated employment area (EA4 Beaconsfield Road Employment Area). Saved Policy EMP2: Acceptable Uses In Employment Areas states that, in designated employment areas, proposals for uses other than Classes B1 (offices, research and development, light industrial process), B2 (general industry) and B8 (storage or distribution) should generally be resisted

and will only be permitted where it can be clearly demonstrated that the existing land or premises are no longer required to meet future employment requirements and business and community needs.

- 10.3 Policy EMP2 of the District Plan does allow for the change of use of employment land to alternative uses, if it can be demonstrated that the land is no longer required for current or future employment needs. In most instances, applications are accompanied by an economic study which may demonstrate that the site has been unoccupied for a number of years and although a marketing exercise may have taken place, there has been little or no interest in the site from potential purchasers or tenants. In this instance, although the building has been vacant for some time, no evidence of marketing had been submitted with the application.
- 10.4 Notwithstanding the above, the application building benefits from deemed planning consent for conversion to residential use and the creation of 10 dwellings, following the Council's decision (ref. S6/2015/1147/OR) that prior approval is not required. This development is permitted pursuant to Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015. It is also of note that Class O allows for the change of use of B1 Office buildings and any land within its curtilage to residential use. In this case the curtilage of the building included the associated areas of parking and landscaping.
- 10.5 In addition, it is of note that planning permission has previously been granted for the conversion of the office building to 15 apartments (ref. 6/2015/2359/MAJ). The implementation of this scheme together with the deemed consent permission has commenced. As such, given these very particular circumstances the proposal to add a further 8 apartments in addition to the 15 authorised apartments is acceptable in principle. Moreover, the use of the land for employment purposes has, effectively, already been lost and so Policy EMP2 carries little weight in this instance.
- 10.6 Whilst it would usually be necessary to consider whether or not this is a suitable site for 23 dwellings, in accordance with Policies SD1 (Sustainable Development), R1 (Maximising Use of Previously Developed Land) and H2 (Windfall Housing Development), as discussed above, this site is already being converted to residential use and so the proposed 23 apartments on what is previously developed land and within a sustainable location (within walking distance of the railway station, bus station and town centre, services and employment opportunities) is acceptable.
- 10.7 The proposal would not be contrary to policies H2, SD1 and R1 and is considered to represent sustainable development in accordance with the National Planning Policy Framework (NPPF). Taking all of the above into account, there is no objection in principle to the proposal to increase residential development on this site.

2. Design, layout and whether the proposal would sufficiently maintain or enhance the character and appearance of the application site and surrounding area

- 10.8 The Government attaches great importance to the design of the built environment. The National Planning Policy Framework (NPPF) notes that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

- 10.9 Saved Local Plan Policy D1 requires the standard of design in all new development to be of a high quality and Policy D2 requires all new development to respect and relate to the character and context of the area in which it is proposed. Policy H6 advises on insufficient use of land and requires new developments to make efficient use of land; and that density should relate to the character of an area. It states that residential development will be expected to be close to or exceed 50 dwellings per hectare provided that the development will not have an adverse impact on the character of the surrounding area and satisfy the design policies of the Plan. The Welwyn Hatfield District Plan Supplementary Design Guidance (SDG) supplements the policies contained in the District Plan
- 10.10 This site is slightly unusual for a residential development and as discussed above, is only acceptable due to the relaxation of permitted development rights allowing the change of use of the former office buildings to a residential use. Being within a designated employment area, the buildings within the surrounding area are also of a relatively commercial and utilitarian appearance, with a range of materials, forms and designs.
- 10.11 The proposed two-storey side extension to create an additional 8 apartments would be of a design and form in keeping with and complimentary to the appearance of the existing buildings consistent with the design approved in planning reference 6/2015/2359/MAJ. Although the extension would increase the width of the existing building by 13.2m from 33.2m representing a 40% increase resulting in a wider frontage and altering its appearance, its scale would be similar to the existing building with matching architectural features and fenestration; similar dormer and rooflight (Velux) windows would be used, continuing the pattern established by the initial proposals. The building form of the proposed apartments would reflect the commercial appearance of the existing building and would also be more domestic in its design.
- 10.12 The applicant has indicated that the proposed extension would have matching finishing materials of red and brown brick and cream cladding panel and slates roof tiles and lead-lined dormer windows as the existing building. While the extension would alter the appearance of the building, it is considered that the matching style of the architecture and finishing materials would ensure that the building retains a harmonious appearance. A condition to ensure the use of matching finishing materials is recommended.
- 10.13 The recently approved proposals for the building's conversion would retain the majority of the existing landscaping around the site. The current application proposals would not result in any further reduction in landscaping. Notwithstanding the increase in size and the ensuing density of 127 dwellings per hectare, it is considered that the level of open space around the built form is commensurate to the level of accommodation and size of the land in the context of its location which is close to public transport facilities and character of the area, and as such is not considered to be an overdevelopment of the site nor result in a detrimental effect on the character of the area. The building would remain smaller in scale than the adjacent station car park, and it would not significantly alter the character of the area. The Landscapes Department has raised no objection to the proposal subject to submission of landscaping details for further enhancement.
- 10.14 Taking all of the above into account, the proposed development complies with policies D1, D2, D8 and H6 of the adopted Welwyn Hatfield District Plan 2005, the adopted Supplementary Design Guide and the NPPF.

3. Would the significance of designated heritage assets be conserved or enhanced

- 10.15 The application building is not listed and is not within a conservation area but is approximately 37 metres and 100m away from each respectively. It is, however, necessary to consider the impact of the proposal on the setting of North Place which is a Grade II listed building. North Place is situated to the north east of the application site, on the opposite side of Great North Road and comprises a late 17th century house which is set back considerably by a wide sweeping drive, and much screened from the road by planting.
- 10.16 The NPPF makes it clear that one of the key dimensions of sustainability is protecting and enhancing the historic environment (paragraph 7) and that one of the twelve core principles which underpin both plan making and decision taking is that planning should conserve heritage assets in a manner appropriate to their significance (paragraph 17). This means that development which fails to adhere to the historic environment policies set out in the NPPF would not be sustainable development and the guidance emphasises the very great weight which the Government gives to the proper protection of our shared built heritage.
- 10.17 The NPPF includes no specific presumption in favour of either conservation or preservation of a heritage asset and the tests set out in paragraph 134 identify 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. Furthermore, Paragraph 131 of the NPPF states that in determining planning applications, local planning authorities should take into account of:
- The desirability of sustaining and enhancing the significance of heritage assets and putting them into viable uses consistent with their conservation;
 - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.
- 10.18 Local Plan Policies D1 and D2 aim to ensure a high quality of design and to ensure that development respects and relates to the character and context of the locality, maintaining and where possible enhancing the character of the existing area. These policies are expanded upon in the Council's Supplementary Design Guidance (SDG) which requires the impact of a development to be assessed giving regard to the bulk, scale and design of the proposal and how it harmonises with the existing building and area. These objectives are broadly consistent with a core principle of the NPPF that planning should seek to secure high quality design.
- 10.19 The Council's Conservation Officer objected to the proposal for 15 units (6/2015/2359/MAJ) which included 8 dormer windows on the grounds that the proposed dormers which face the road would be very large and out of scale with North Place (No.82). The conservation officer acknowledged that the dormers would break up the large expanse of roof that already exists and that North Place also features dormers. However, that scheme was considered satisfactory by Members in their decision on 26/5/2016 subject to Section 106 Legal Agreement.

- 10.20 The proposed extension has been designed to reflect the building's architectural composition as altered to include dormers, and would extend from the left side of the building away from the listed building. The presence and width of the road and the spacing around the listed building, which includes well established planting, form a context for its immediate setting. The application building, along with others on the western side of the road, is part of a more recently-established urban character, which is distinct from the east. The application building and dormers together with the proposed side extension are visually and symbolically separated from the east by the road and would be unlikely to cause any significant harm to the setting of the listed building. The listed building would still be appreciated and understood for its historic character. For these reasons, it is considered that the proposed development would lead to less than substantial harm to the significance of the designated heritage asset.
- 10.21 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. In this instance, the location of the development would be highly accessible for local amenities and public transport and would provide an additional eight residential units over the 15 already consented at this site. The additional accommodation would support local shops and services, all in line with paragraphs 30, 37, 58 and 70 of the NPPF. Although the Council has identified sufficient housing supply, the provision of eight additional units of housing would make a small but valuable contribution to local housing supply; this is a clear benefit as it reduces pressure on housing land take elsewhere, including land that is within the Green Belt. The application site is previously developed land (brownfield land) in a very sustainable location. On balance, it is considered that the proposed development affords benefits which would outweigh the less than substantial harm to the setting of the listed building.
- 10.22 In summary, it is considered that there are public benefits arising from the proposal that would outweigh the less than substantial harm caused to the significance of the listed building. The design of the proposal is of an acceptable quality subject to planning conditions requiring details of materials, landscaping, windows, doors, etc to be agreed by the Local Planning Authority. As such, the proposal complies with Section 12 of the National Planning Policy Framework and Policies D1 and D2 of the Welwyn Hatfield District Plan 2005.

4. Impact on the residential amenity of future occupiers and neighbouring occupiers

- 10.23 Saved Policy D1 and the Council's Supplementary Design Guidance (SDG) provide the local policy framework when assessing the impact of development on the residential amenity of neighbouring properties, as well as providing sufficient amenity for potential future occupiers of the proposed development. All new development should not cause a loss of light to or unduly dominate adjoining properties. In addition, development should be designed, orientated and positioned in such a way to minimise overlooking between dwellings.
- 10.24 Saved Policy R19 deals specifically with noise and vibration pollution and states that proposals will be refused if the development is likely to generate unacceptable noise or vibration for other land users. The NPPF makes reference to the Government's Noise Policy Statement for England that applies to all forms of noise. The basis of the strategy is to promote good health and good quality of life through effective management of noise within the Government's Policy on

sustainable development. The noise policy in effect follows the Environmental Noise Directive 2002/49/EC which seeks to protect people from the adverse effects of noise. Available health based guidelines have also been published by the World Health Organisation on Night Noise Guidelines for Europe.

- 10.25 The permitted scheme for 15 units afforded the Council the opportunity to impose planning conditions relating to the mitigation of noise generated by the adjacent railway and road which could not be imposed under the prior approval process at the time of determination. The submitted Noise Assessment demonstrates that this noise can be suitably attenuated through the provision of new glazing and ventilation.
- 10.26 Environmental Health were consulted on the proposal and did not object subject to a suitable condition(s) to ensure that the development is carried out and completed in accordance with details to be approved by the Local Planning Authority relating to noise attenuation/mitigation measures and the proposed mechanical ventilation systems.
- 10.27 Turning to amenity, there is no proposed amenity space for the proposed dwellings. Policy D1 and the Supplementary Design Guidance do not give specific dimensions for provision of amenity space, in this case a communal garden, but require provision to be appropriate for the location and function. There are several public recreation areas within close proximity of the site including the Hatfield Park Estate, which although not private, would provide reasonable amenity space for the one and two bedroom units proposed. The Hatfield Park Estate provides a very large, high quality area of open space within a short walk to the site. The lack of private amenity space in this regard is considered acceptable by virtue of the close proximity of public open space and the flatted form of accommodation proposed.
- 10.28 No objections were received from neighbouring occupiers or the Town Council on amenity grounds. Giving consideration to the scale of the proposal and the separation distance from neighbouring residential properties, it is considered that the extension would not have an unreasonable impact on the living conditions afforded to the neighbouring residencies and would not appear visually overbearing. In this respect, no objections are raised with regard to Local Plan Policy D1, R19 the SDG or the NPPF.

5. Access, impact on the highway network and parking provision

- 10.29 The application site benefits from an existing access and vehicle crossover from the Great North Road, and no alterations are proposed in this regard. Typically a residential development of this scale would lead to a lower number of peak hour vehicular trips than a similar sized office use. Furthermore, the application site is within a sustainable location, within walking distance of a range of shops and services and with good access to public transport. The site is well situated to benefit from Hatfield railway station and the new bus/taxi interchange which is situated approximately 160m to the south. Accordingly, given the above considerations, the creation of an additional 8 units to the 15 flats already approved is not considered likely to result in a material increase or a material change in traffic in the vicinity of the site compared to the former office use.
- 10.30 In terms of parking provision, the Council's interim policy for car parking states that the standards set out in Supplementary Planning Guidance (SPG) will be treated as a guideline, but not a minimum or maximum. The Council no longer

wishes to impose the restraint which maximum standards imply, and it now allows for flexibility to suit the needs of individual developments. For 1 bedroom dwellings, the SPG indicates a maximum provision of 0.75 spaces each, and for 2 bedroom dwellings, the maximum standard is 1 space each. This level of provision can be lower in sustainable locations, such as the application site. However, the nature of the standards indicates flexibility in this regard.

- 10.31 The proposed development would provide 10 x 1 bedroom apartments, and 13 x 2 bedroom apartments. The guidance indicates that this would equate to a maximum provision of 21 parking spaces. The application site currently contains 35 car parking spaces, and following the construction of the proposed extension and bin store, it will still contain 25 spaces (including 2 disabled spaces), which is more than adequate to meet the need generated by the building's residential use. The Highways Authority has raised no objection subject to condition.
- 10.32 The Parking SPG also indicates a minimum standard of one cycle parking space per dwelling. This level of provision would be met. Cycle parking would be located within an enclosed and secure storage area. This is intended to encourage people to use their bicycles, as they will be sheltered from the weather and be secure.
- 10.33 The proposal would, therefore, not adversely affect pedestrian or vehicle safety in the vicinity and would be in accordance with the Local Plan Policies and the NPPF in this regard.

6. Other material planning considerations

i) Flood Risk / Surface Water Drainage

- 10.34 The application site is not located within flood zone 2 or 3 and the area is not known to have critical drainage problems. The Lead Local Flood Authority were consulted on this proposal and removed their initial objection following the review of the Drawing No. PRC/2642/300B, which shows the existing water drainage scheme, submitted with the additional information. The applicant has provided sufficient detail to demonstrate that the proposed development will not increase flood risk on site or elsewhere and that the capacity of the current drainage scheme will not be detrimentally affected. The site currently drains to three linked soakaways located within the car park. The proposed development will not modify the working of the existing system, there will be no increase in impermeable surfaces and the existing drainage will remain unchanged. The applicant's drainage consultant has confirmed that the current drainage system drainage is operating satisfactorily and that drainage covers and yard gullies can be lifted for inspection and removal of any silt build up.

ii) Contaminated Land.

- 10.35 It is expected that remediation would have taken place prior to the development of the existing building. On this basis it is unlikely that any contamination will be found, however, due to the previous use of the surrounding land there may still be some potential for contamination. For this reason it is recommended that an unexpected finds condition be placed on the application in accordance with Local Plan Policy R2 and the NPPF.

iii) Houses in Multiple Occupation:

- 10.36 Since 12th January 2012, there has been an Article 4 Direction covering the whole of Hatfield removing permitted development rights for change of use from C3 (Dwellinghouse) to C4 (Houses in Multiple Occupation). The rationale for the

Direction is detailed within the Houses in Multiple Occupation, Supplementary Planning Document, February 2012.

- 10.37 As a result of the Direction, it is considered appropriate and reasonable to a condition to ensure that the development, which has been assessed and determined on the basis of being in C3 use, is not first occupied within C4 use, over which the Council would have no control. It is also reasonable to remove permitted development rights for a change of use from a C3 dwellinghouse to a C4 HMO. It is therefore recommended that conditions are attached.

iv) Planning Obligations

- 10.38 Where a planning obligation is proposed for a development, The Community Infrastructure Levy Regulations 2010, which came into effect from 6 April 2010, has introduced regulation 122, which provides limitations on the use of planning obligations. In summary, a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is – (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.
- 10.39 5.31 Regulation 123 introduces further limitations and these relate to the use of planning obligations for the purpose of infrastructure. Where a local authority has a published list for infrastructure projects, the authority may not seek contributions through a legal agreement through section 106 of the Town and Country Planning Act 1990 (S106). In this case, the authority does not have a published list and, therefore, it is appropriate to seek contributions through a S106 legal agreement. This would be in accordance with policies M4 and IM2 of the Welwyn Hatfield District Plan 2005 and the Planning Obligations Supplementary Planning Document 2012. National policy is set out at paragraphs 203-205 of the NPPF.
- 10.40 5.32 The Council's Planning Obligations Supplementary Planning Document (SPD) triggers the provision of waste and recycling facilities, Green Space and Play Facilities linked to a development of this nature.
- 10.41 The provision of 3No. 1100 litre bins and a mini recycling bank system, the bins at a cost of £390 plus VAT and the cost of the manufacture and installation of a mini recycling bank is £560 plus VAT. These elements are justified and in accordance with the Planning Obligations SPD.
- In terms of the Green Space and Play Facilities, this development triggers a contribution of £2,300.92 and £6,035.20 respectively (subject to indexation from Q1 2012). The play facilities which are to be provided in the Play Area of the St Albans Road East Recreation Ground are a) fairy ring wooded seating, b) a springer, and c) a climbing frame.
- 10.42 In terms of library improvement, the development triggers a contribution of £2,447 for ICT facilities and improvements at Hatfield Library.
- 10.43 The Planning Obligations SPD also notes that a monitoring fee is required, which equates to 5% of the total value of the planning obligation, capped at a maximum of £5,000. Provision for a monitoring fee (5% of total contributions) equates to £596.15.

- 10.44 The proposal, subject to the completion of a Section 106 Legal Agreement (S106), would comply with Saved PolicyIM2 and the Planning Obligations SPD and the NPPF and CIL Regulations.
- 10.45 The applicant has agreed the planning contributions outlined above and at the time of writing this report, a draft legal agreement had been produced.

Conditions

- 10.46 The National Planning Policy Guidance governs the use of conditions in planning and the power to impose conditions when granting planning permission is very wide. If used properly, conditions can enhance the quality of development and enable many development proposals to proceed where it would otherwise have been necessary to refuse planning permission. The objectives of planning, however, are best served when that power is exercised in such a way that conditions are clearly seen to be fair, reasonable and practicable. Conditions should only be imposed where they are both necessary and reasonable, as well as enforceable, precise and relevant both to planning and to the development to be permitted. In considering whether a particular condition is necessary, both officers and members should ask themselves whether planning permission would have to be refused if that condition were not to be imposed. If it would not, then the condition needs special and precise justification.

11 Conclusion

- 11.1 The application building benefits from deemed planning consent for conversion to residential use and the creation of 10 dwellings, following the Council's decision (ref. S6/2015/1147/OR) that prior approval is not required. This development is permitted pursuant to Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 11.2 A further application (ref. 6/2015/2359/MAJ) was submitted and given conditional approval in May 2016 to increase the number of units which the building could provide, from 10 to 15, by making a more efficient use of the existing accommodation, and adding dormer windows and converting the roof space to provide new accommodation.
- 11.3 This application proposes to increase the number of dwellings from 15 to 23, by way of a two-storey side extension with roof accommodation including 7 flat roof dormers in the roof slope.
- 11.4 Whilst the proposal will involve residential development on land within the Employment Area which would ordinarily be contrary to policy, the site owners have already started the process of changing the use to residential albeit through permitted development rights but planning permission was also granted for additional units to the permitted units which in effect changed the status of the application site to residential. Conversion works for the previously approved scheme for 15 units are already underway and well advanced. As such, given these very particular circumstances the proposal to add a further 8 apartments (including a two-bedroom Lifetime Homes accommodation) in addition to the 15 authorised apartments is acceptable in principle.
- 11.5 The application building is not listed and is not within a conservation area but is approximately 37 metres and 100m away from each respectively. It is considered that the proposed development would lead to less than substantial harm to the significance of a designated heritage asset and therefore the limited

harm should be weighed against the public benefits of the proposal. On balance, it is considered that the proposed development affords benefits, in terms of housing supply and sustainability, which would outweigh the less than substantial harm to the setting of the listed building.

- 11.6 The impacts of the proposal have also been considered in terms of the impact in the streetscene, on the amenity of future occupiers and neighbours, access, highway capacity, parking provision and other material considerations. In conclusion, subject to the imposition of relevant conditions, the proposal is considered acceptable in terms of the above and is not contrary to the aims and objectives of saved policies of the Welwyn Hatfield District Plan 2005, Supplementary Parking Guidance, the Interim Policy for Car Parking and the relevant chapters of the National Planning Policy Framework.

12. Recommendation:

- 12.1 It is recommended that planning permission be approved subject to the completion of a S106 Agreement by 30th April 2017 to secure the following obligations:

- (i) The provision of 3 No. 1100 litre bins and a mini recycling bank system, the bins at a cost of £390 plus VAT and the cost of the manufacture and installation of a mini recycling bank is £560 plus VAT.
- (ii) In terms of the Green Space and Play Facilities, this development triggers a contribution of £2,300.92 and £6,035.20 respectively (subject to indexation from Q1 2012). The play facilities which are to be provided in the Play Area of the St Albans Road East Recreation Ground are a) fairy ring wooded seating, b) a springer, and c) a climbing frame.
- (iii) In terms of library improvement, the development triggers a contribution of £2,447.00 for ICT facilities and improvements at Hatfield Library.
- (iv) £596.14 Monitoring fee (WHBC)

and the following conditions:

1. The development hereby permitted shall be used for Class C3 dwellinghouse[s] only and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no development within Schedule 2, Part 3, Class L shall take place.

REASON: The Article 4 Direction covering Hatfield removes the Class I permitted development rights to move from a use falling within Class C3 (dwellinghouses) to a use falling within Class C4 (Houses in Multiple Occupation) and to enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity in accordance with the Houses in Multiple Occupation Supplementary Planning Document 2012 and Policies GBSP2, D1 and D2 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework

2. No development shall take place until full details on a suitably scaled plan of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

The landscaping details to be submitted shall include:

- (a) original levels and proposed finished levels [earthworks to be carried out]
- (b) means of enclosure and boundary treatments
- (c) car parking layout and markings
- (d) vehicle and pedestrian access and circulation areas
- (e) hard surfacing, other hard landscape features and materials
- (f) existing trees, hedges or other soft features to be retained and a method statement showing tree protection measures to be implemented for the duration of the construction
- (g) planting plans, including specifications of species, sizes, planting centres, number and percentage mix, and details of seeding or turfing.

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policies GBSP2, D2 and D8 of the Welwyn Hatfield District Plan 2005.

3. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby granted have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented using the approved materials and subsequently, the approved materials shall not be changed.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with the National Planning Policy Framework and Policies D1 and D2 of the Welwyn Hatfield District Plan 2005.

4. No development shall take place until precise, large scale drawings showing the detailed finish of the following have been submitted to and approved in writing by the Local Planning Authority:

- (a) Dormer elevations and sections (1:20 scale)
- (b) Dormer sectional details (1:5 scale)

Subsequently, the development must not take place other than in accordance with the approved details.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with the National Planning Policy Framework and Policies GBSP2, D1 and D2 of the Welwyn Hatfield District Plan 2005.

5. Prior to the commencement of the development the applicant shall submit to, for approval by the Local Planning Authority details of the glazing scheme and ventilation systems required to be installed to meet the internal noise levels

within BS8233:2014 and the ventilation standards within Approved Document F of the Building Regulations (taking into account the information from noise assessment RP01-15308 REV 2). The mechanical ventilation system shall provide a ventilation rate of at least the purge rate within Approved Document F (4 air changes per hour) when required to maintain thermal comfort.

REASON: To protect the residential amenity and living conditions of future occupier in accordance with Local Plan Policy R19 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing within five working days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site.

Before development recommences on the part of the site where contamination is present a scheme outlining appropriate measures to prevent the pollution of the water environment, to safeguard the health of intended site users, and to ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation and approved conclusions must be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development must not be carried out other than in accordance with the approved remediation scheme.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and others offsite in accordance with Policy R2 and R7 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

7. Prior to occupation details of the location, design and specification of the refuse bin and recycling materials storage bins and areas to serve the residential units shall be submitted to and approved in writing by the Local Planning Authority. Subsequently the refuse and recycling materials storage bins and areas shall be constructed, equipped and made available for use prior to first occupation and retained in that form thereafter.

REASON: To ensure a satisfactory standard of refuse and recycling provision and to protect the visual amenity of the area and the residential amenity of adjoining and future occupiers in accordance with Policies GBSP2, D1, D2, IM2 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

8. The building shall not be occupied until space has been laid out within the site in accordance with drawing no. 16_242_PL11D for 25 cars and that area shall not thereafter be used for any purpose other than the parking of vehicles for the development hereby approved.

REASON: To ensure adequate off-street parking provision at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along the adjacent highway, or the amenities and convenience of existing local residents. To comply with Policy M14 of the Welwyn Hatfield District Plan 2005

9 An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway. The existing Armco barriers situated along the car park boundary shall be retained to satisfy this requirement.

REASON: To ensure safety, operational needs and integrity of the railway and future occupiers in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005.

10. Details of any external lighting proposed in connection with the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall not be carried out other than in accordance with the approved details.

REASON: In the interests of the visual amenities of the area and to ensure safety, operational needs and integrity of the railway in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005.

11. The development/works shall not be started and completed other than in accordance with the approved plans and details:

Plan Number	Revision Number	Details	Received Date
16_242_PL01		Location plan	11 August 2016
16_242_PL02		Block Plan	11 August 2016
16_242_PL03		Existing Site Photographs	11 August 2016
16_242_PL05		Existing Ground Floor Plan	11 August 2016
16_242_PL04		Existing Site/ Roof Plan	11 August 2016
16_242_PL06		Existing First Floor Plan	11 August 2016
16_242_PL07		Existing North and East Elevations	11 August 2016
16_242_PL08		Existing South and West Elevations	11 August 2016
16_242_PL09		Existing External Visuals	11 August 2016
16_242_PL11	D	Proposed Ground Floor Plan	24 November 2016
16_242_PL12	A	Proposed First Floor Plan	24 November 2016
16_242_PL13	A	Proposed Second Floor Plan	24 November 2016
16_242_PL10		Proposed Site/ Roof Plan	11 August 2016
16_242_PL14		Proposed North and East Elevations	11 August 2016
16_242_PL15		Proposed South and West Elevations	11 August 2016
16_242_PL16		Proposed External Visuals	11 August 2016
PRC/2642/300	B	Below Ground Drainage	11 August 2016

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

1. POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Council's website or inspected at these offices).

Informatives:

1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water interest etc. Neither does this permission negate or override any private covenants which may affect the land.
2. The development will involve the numbering of properties and naming new streets. The applicant MUST contact Welwyn Hatfield Borough Council, Transportation (Lorraine Davis 01707 357546 before any name or number is proposed. This is a requirement of the Public Health Act 1875 and Public Health (Amendment) Act 1907.
3. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
4. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
5. Road deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by Telephoning 0300 1234047.
6. Fail Safe Use of Crane and Plant: All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the

nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

7. Excavations/Earthworks: All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.
8. Security of Mutual Boundary: Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.
9. Fencing: Although the existing NR fence is adequate in preventing trespass there will inevitably be pressure from the new residents to soften or even attempt to alter its appearance. It should be noted that our fence should not be altered or moved in any way and nothing should be put in place to prevent us from maintaining our boundary fence as we are obliged to do so in law. It is our experience that most developments seek to provide their own boundary enclosure so as to avoid such future problems. It would also help to reduce the impact of railway noise. We would advise that the developer should provide a trespass proof fence adjacent to Network Rail's boundary (minimum 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.
10. Method Statements/Fail Safe/Possessions: Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.
11. OPE: Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting

and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

12. Vibro-impact Machinery: Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement Scaffolding.

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

13. Two Metre Boundary: Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

14. Encroachment: The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

15. Noise/Soundproofing: The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account. Furthermore, as this site is adjacent to Hatfield train station, in addition to noise from passing trains there will be associated station activity, such as announcements that should also be considered in any soundproofing.

16. Trees/Shrubs/Landscaping: Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to

the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Cretaegus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatata "Zebrina"

Not Acceptable:

Acer (*Acer pseudoplatanus*), Aspen – Poplar (*Populus*), Small-leaved Lime (*Tilia Cordata*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), Ash (*Fraxinus excelsior*), Black poplar (*Populus nigra var. betulifolia*), Lombardy Poplar (*Populus nigra var. italica*), Large-leaved lime (*Tilia platyphyllos*), Common lime (*Tilia x europea*)

A comprehensive list of permitted tree species is available upon request.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Council's website or inspected at these offices).

OR

If the section 106 agreement is not completed by 30th April 2017, delegated authority is given to the Head of Planning to refuse planning permission for the following reason:

1. The applicant has failed to satisfy the sustainability aims of the plan and to secure the proper planning of the area by failing to ensure that the development proposed would provide a sustainable form of development in mitigating the impact on local infrastructure and services which directly relate to the proposal and which is necessary for the grant of planning permission. The applicant has failed to provide a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended). The Local Planning Authority considers that it would be inappropriate to secure the required financial and non-financial contributions by any method other than a legal agreement and the proposal is therefore contrary to Policy M2 and M4 of the Welwyn Hatfield District Plan 2005.

Refused Plan Numbers:

Plan Number	Revision Number	Details	Received Date
16_242_PL01		Location plan	11 August 2016
16_242_PL02		Block Plan	11 August 2016
16_242_PL03		Existing Site Photographs	11 August 2016
16_242_PL05		Existing Ground Floor Plan	11 August 2016
16_242_PL04		Existing Site/ Roof Plan	11 August 2016
16_242_PL06		Existing First Floor Plan	11 August 2016
16_242_PL07		Existing North and East Elevations	11 August 2016
16_242_PL08		Existing South and West Elevations	11 August 2016
16_242_PL09		Existing External Visuals	11 August 2016
16_242_PL11	D	Proposed Ground Floor Plan	24 November 2016
16_242_PL12	A	Proposed First Floor Plan	24 November 2016
16_242_PL13	A	Proposed Second Floor Plan	24 November 2016
16_242_PL10		Proposed Site/ Roof Plan	11 August 2016
16_242_PL14		Proposed North and East Elevations	11 August 2016
16_242_PL15		Proposed South and West Elevations	11 August 2016
16_242_PL16		Proposed External Visuals	11 August 2016
PRC/2642/300	B	Below Ground Drainage	11 August 2016

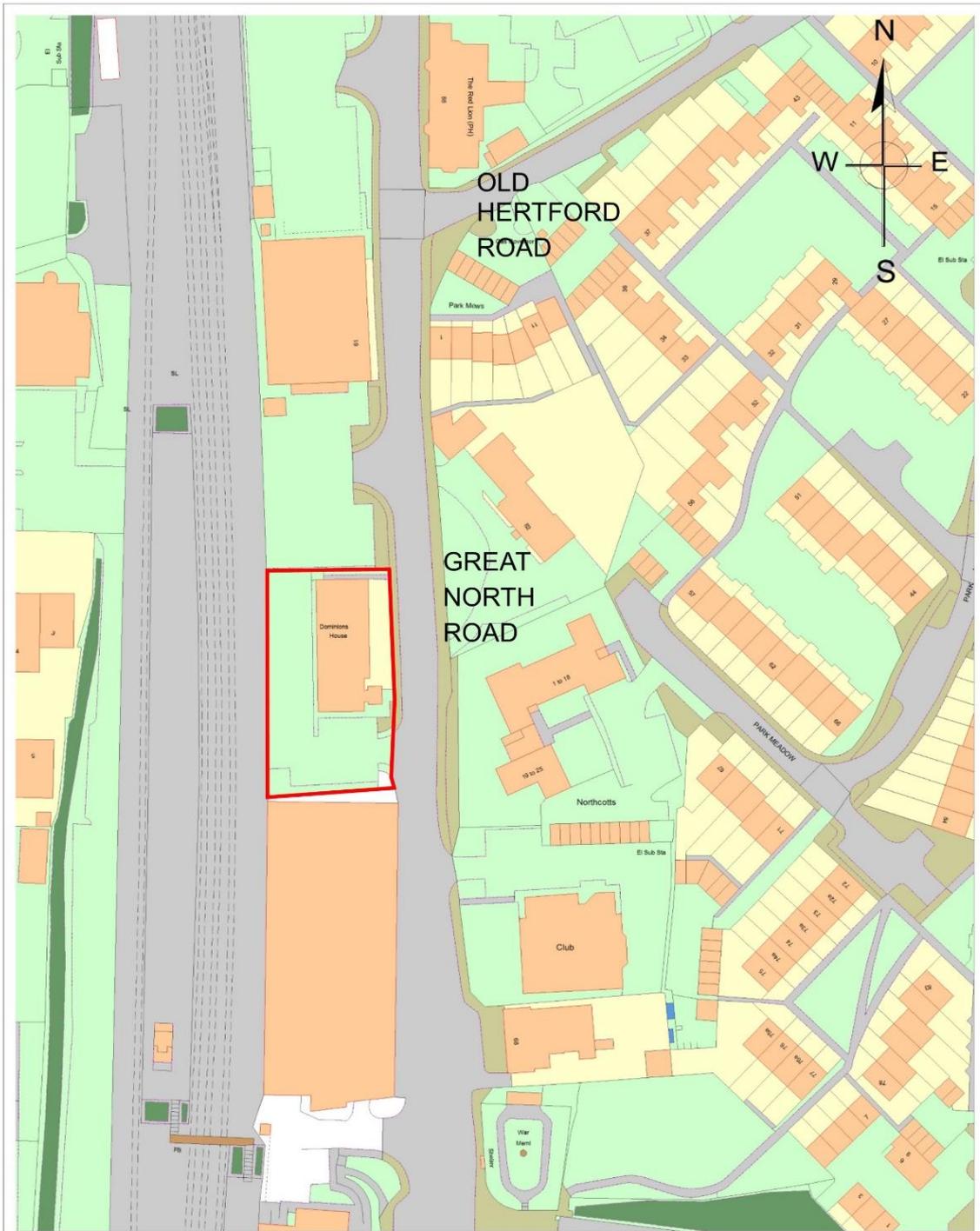
POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Council's website or inspected at these offices).

Raphael Adenegan (Strategy and Development)

Date: 16.01.2017

Expiry date: 14.11.2016



Council Offices, The Campus,
Welwyn Garden City, Herts. AL8 6AE

Title: **Encore House, 51 Great North Road, Hatfield**

Scale: **DNS**

Date: **2016**

Project: **DMC Meeting**

Drawing Number:

Drawn: **Andrew Windscheffel**

© Crown Copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2016