

WELWYN HATFIELD BOROUGH COUNCIL  
DEVELOPMENT MANAGEMENT COMMITTEE – 7 DECEMBER 2017  
REPORT OF THE EXECUTIVE DIRECTOR (PUBLIC PROTECTION, PLANNING AND  
GOVERNANCE

6/2017/1194/MAJ

98-102 GREAT NORTH ROAD, HATFIELD, AL9 5DB

ERECTION OF 24 RETIREMENT LIVING UNITS (CATEGORY II SHELTERED HOUSING)  
WITH ASSOCIATED COMMUNAL FACILITIES, CAR PARKING AND LANDSCAPING  
FOLLOWING THE DEMOLITION OF EXISTING BUILDINGS

APPLICANT: McCarthy & Stone Lifestyles Ltd

AGENT: The Planning Bureau

(Hatfield East)

**1 Site Description**

- 1.1 The site is located at 98-102 Great North Road, Hatfield, approximately 1km to the northeast of Hatfield town centre. The area around the site is predominantly residential, although a three-storey block of offices is located to the West. Site boundaries are defined by Great North Road to the West, Hertford Road to the South and Burleigh Mead Road, together with residential properties and associated gardens, to the North. The Eastern site boundary borders the gardens of a house which itself fronts The Ryde.
- 1.2 The site is an approximately rectangular-shaped plot of land with an area of about 0.17 ha. Both the site and the surrounding area slope gently down towards the east with a fall across the site of approximately 1m. The site is on a prominent location on the corner of the Great North Road to the west and Hertford Road (A1000) to the south. The site is occupied by a pair of semi-detached, two-storey houses, one of which is split into two apartments along with associated gardens driveways and outbuildings.
- 1.3 The buildings are not Listed and are not within a Conservation Area. A Tree Preservation Order (TPO) is in place to protect the trees which lie to the north of the site and adjacent to Burleigh Mead.

**2 The Proposal**

- 2.1 The proposed use of the application site is for a McCarthy & Stone Retirement Living Development. The proposed development consists of a total of 24 apartments falling within use class C3 residential and comprising 7 x 1 bed and 17 x 2 bed apartments with a club lounge, reception area, cycle & mobility scooter store, refuse room, plant room and guest suite. There are 20 car parking spaces associated to the proposal. No protected trees will be removed.
- 2.2 The footprint of the building wraps around the south and west boundaries, creating a frontage onto Great North Road and Hertford Road. Vehicular access into the site is

provided from Great North Road, located at a point of access established by the existing dwellings on site. This leads to a parking court towards the north east corner of the site. A communal garden is situated to the south east corner. The building itself rises from 3 to 4 storeys in height, with a pitched roof. Materials and detailing are traditional in nature.

- 2.3 The Planning Statement which accompanied this application states that the apartments would be sold on the basis of a 125 year lease requiring the accommodation, with the exception of the house manager's office accommodation, to be occupied by persons over 60 years. In the case of a couple, that part of the lease shall be satisfied where one of the occupants is over the age of 60 years and the other is over the age of 55 years.

### **3 Reason for Committee Consideration**

- 3.1 This application is presented to the Development Management Committee because Hatfield Town Council have objected.

### **4 Relevant Planning History**

- 4.1 Application Number: 6/2017/1869/PN14  
Decision: Granted  
Decision Date: 21 September 2017  
Proposal: Prior approval for the demolition of 2 x semi-detached houses
- 4.2 Application Number: S6/2016/1714/PA  
Advice Date: 30 March 2017  
Proposal: Pre-application advice for the erection of 24 retirement living units (category II sheltered housing) following the demolition of existing buildings

Summary of advice: The scale of development is generally accepted subject to an appropriate design and detailing. Lower than standard parking provision still requires justification. There is a need to limit the impact on living conditions of neighbouring occupiers. An air quality assessment is required as the site is located with 10m of main road junction. There will need to be an assessment of internal and external noise levels for the habitable rooms and details of any attenuation measures. There is potential for bats to be present on a site, therefore, an initial inspection survey will be required. The development should include measures to maximise energy conservation through the design of buildings, site layout and provision of landscaping and incorporate the best practical environmental option for energy supply

- 4.3 Application Number: S6/2014/2250/PA  
Advice Date: 18 February 2015  
Proposal: Erection of 24 flats following the demolition of three dwellings

Summary of advice: The application site is located within the town of Hatfield and where the infrastructure has capacity to absorb further development. The application site is also located within an area where accessibility by non-car modes of transport is excellent and there are services and facilities available within walking distance of the site. Furthermore, there are no known physical or environmental constraints at this site. In my opinion, the principle of residential development is in accordance with the criteria set out in Local Plan Policies SD1, R1, GBSP2, H2, and the NPPF subject to an assessment of the scheme against the adopted and emerging policies governing residential development

## **5 Planning Policy**

- 5.1 National Planning Policy Framework, March 2012
- 5.2 Welwyn Hatfield District Plan, April 2005
- 5.3 Supplementary Design Guidance, February 2005
- 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 application site is within the town of Hatfield. A Tree Preservation Order (TPO) is in place to protect the trees which lie to the north of the site and adjacent to Burleigh Mead.

## **7 Representations Received**

- 7.1 The application has been advertised by press advert, site notice and neighbour notification letters. In total seven representations have been received which may be summarised as:

Two objections:

- The height of the building is not in keeping with area
- There is no other building in the immediate vicinity higher than three storeys
- All trees on the northern border must be retained and the landscaping enhanced
- Enhancement to the road needs to be made not just an access point
- The proposed 2017 plaque should be sized appropriately and not facing the street
- Concern about the impact of the development on daylight/sunlight reaching No.1 Burleigh Mead

Five comments:

- Local resident would favour a move to the development, not wishing to move to far from their present home
- Please ensure that the contractors do not obstruct or inconvenience the residents of Burleigh Mead
- Instead of timber framed windows, suggest high quality UPVC triple glazed windows due to traffic noise, air pollution and nearby bus stop
- High quality specification is overkill for the location
- Concern regarding maintenance cost for residents
- The ratio of 2-bed to 1-bed apartments should be reversed to improve affordability
- A Beech hedge should be planted inside the railings to match the hedging across much of The Ryde estate
- The car parking area should be permeable to reduce surface water run-off
- The south facing roof should be fitted with solar panels

## **8 Consultations Received**

8.1 No response has been received from the following consultees. Comments were due by 17<sup>th</sup> July 2017.

- Hertfordshire Constabulary
- Hertfordshire County Council Social Services
- Hertfordshire County Council Adult Care Services
- Hertfordshire County Council Rights of Way Officer
- Herts & Middlesex Bat Group
- The Environment Agency
- Affinity Water

8.2 No objections have been received in principle from statutory consultees, subject to conditions and/or financial contributions. The consultation responses received are summarised below, and where appropriate expanded upon in later sections of this report.

8.3 **Welwyn Hatfield Borough Council Environmental Health; Hertfordshire Ecology; Welwyn Hatfield Borough Council Landscape and Ecology; Hertfordshire County Council Transport Programmes and Strategy; Hertfordshire County Council Lead Local Flood Authority** – No objection subject to suggested conditions and/or informatives.

8.4 **Thames Water; Hertfordshire County Council Planning Obligations Officer; Hertfordshire County Council Minerals and Waste; Hertfordshire County Council Historic Environment Advisor; Hertfordshire Fire and Rescue Service; Welwyn Hatfield Borough Council Client Services; Welwyn Hatfield Borough Council Parking Services** – No objection

8.5 **NHS East and North Herts Clinical Commissioning Groups:** No objection subject to S106 obligations

## **9 Town Council Representations**

9.1 *“Members are concerned at the lack of parking on site. Hertfordshire has the highest car ownership by County and this needs to be reflected in the parking provision when also taking into account the location of this development in relation to major supermarkets and the chronic lack of decent public transport in Hatfield at present. Until a bus loop system is in place in Hatfield, this Council has difficulty in condoning such low provision for residents parking.”*

## **10 Analysis**

10.1 The main planning issues to be considered are:

- 1. The principle of the development (Local Plan Policies SD1, GBSP2, R1, H2 & NPPF )**
- 2. The design and setting of the building (Local Plan Policies D1, D2, D3, D4, D5, D6, D7, D8, D9, R17 & NPPF)**
- 3. The impact on the residential amenity of neighbouring occupiers (Local Plan Policies R18, R19, R20, SDG & NPPF)**

#### **4. Access, the impact on the highway network and parking provision (Local Plan Policies M14 & NPPF)**

#### **5. Other material planning considerations**

- i) Protected species (R11 & NPPF)**
- ii) Flood risk / surface Water Flooding (R7, R10 & NPPF)**
- iii) Planning obligations**

#### **1. The principle of the development**

- 10.2 Local Plan Policy SD1 states that development proposals will be permitted where it can be demonstrated that the principles of sustainable development are satisfied and that they will accord with the objectives and policies of the Local Plan. Policy R1 requires development to take place on previously developed land and Policy GBSP2 directs new development into the existing towns and specified settlements within the district. These objectives are consistent with the National Planning Policy Framework (NPPF) which encourages the provision of more housing and the effective use of land by reusing land that has been previously developed provided that it is not of high environmental value. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through decision-taking.
- 10.3 The provision of housing for older people is welcomed and is consistent with the aims of the NPPF to deliver a mix of housing. The proposed retirement living flats are sheltered housing units with some communal facilities (lounge, guest suite, electric buggy store) and a part-time site manager. There is no evidence that additional care provision is involved, instead the proposal caters for the needs of relatively independent older people, within a C3 use class
- 10.4 The site has not been allocated for additional housing supply and as such comes forward as a windfall residential site where Policy H2 applies. This policy states that all applications for windfall residential development will be assessed for potential and suitability against the following criteria:
- i. The availability of previously-developed sites and/or buildings;
  - ii. The location and accessibility of the site to services and facilities by transport modes other than the car;
  - iii. The capacity of existing and potential infrastructure to absorb further development;
  - iv. The ability to build new communities to support infrastructure and provide demand for services and facilities;
  - v. The physical and environmental constraints on development of land.
- 10.5 This application proposes the erection of 24 flats on land which is currently occupied by 3 dwellings and their residential gardens. The application site is located within an existing residential area where the infrastructure has capacity to absorb further development. The application site is also located within an area which is accessible by non-car modes of transport and where there are services and facilities available within walking distance of the site. Furthermore, there are no known physical or environmental constraints at this site. The proposal would, therefore, not be in contradiction with Local Plan Policies SD1, R1, GBSP2, H2 and the NPPF subject to an assessment of the scheme against the principles of sustainable development saved policies governing residential development which are considered below. In

conclusion, the principle of housing for older people on a previously developed site in Hatfield is supported.

## **2. The design and setting of the building**

- 10.6 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. GBSP2 requires proposals to be compatible with the maintenance and enhancement of the character of the 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.
- 10.7 The Design and Access Statement which accompanied the application provides a detailed description of the proposals and demonstrates that the proposed development can be satisfactorily accommodated across the site given the surrounding context.
- 10.8 The application site is within an area that is mixed use in character, comprising residential and commercial properties. There is also considerable variation in the scale of surrounding buildings which range from chalet bungalows situated on The Ryde to the east of the site, 2.5 storey terrace houses on Burleigh Mead to the north as well as 2.5 storey flats to the south of the site on the junction of Hertford Road and Great North Road. The west side of Great North Road is characterised by larger three and four storey commercial and residential buildings.
- 10.9 The existing buildings on the application site are set back a generous distance from the street frontage and this setback, and associated landscaping, contributes towards the character of the street scene and surrounding area. The proposed site plan shows that the existing grass verge and mature trees to the north and south of the site would be maintained and that landscaping around the site would be reinforced with additional planting. Whilst the footprint of the proposed building would extend nearer to the Great North Road and the Hertford Road frontage, the retained set back would be comparable to existing development on the other three corners of the junction of Great North Road / Hertford Road. Accordingly, it is considered that the proposal would respect the existing pattern of development within the streetscene with regard to adjacent buildings, their set back from the street and the use of soft landscaping between the building frontage and street.
- 10.10 Care has been taken in the design of proposals to ensure the development sits within the scale of development seen in the local area whilst making best use of a previously developed, highly sustainable site. Whilst the building would be notably higher than the 2.5 storey building on the south east corner of the junction (Red Lion Court), the 4 storey part of the proposal would be similar in height to the office building on the north west corner (85 Great North Road) and the residential building on the south west corner (71 Great North Road). The disparity between the height of the Red Lion Court and the proposed building would be mitigated to an extent by approximately 35m separation distance between the building frontages of, which includes the junction, cycle/footpaths, wide grass verges and mature trees.
- 10.11 It is evident that the design of the building has been influenced by the immediate context of the site and draws upon some of the cues seen in the old Hatfield Area,

whilst also recognising the changing character of the area around the junction, which marks a key gateway into the town of Hatfield. The layout of the development also has regard to the lower density residential area to the north and east of the site.

- 10.12 The height of the building diminishes when moving away from the corner of the junction, from 4 storeys, to 3.5 and then 3 storeys. Furthermore, variations in facing materials, detailing and the roofscape have been employed to ensure the massing of the building is broken so that it would be read as a collection of domestically scaled frontages, ensuring the building communicates its residential use whilst also responding appropriately to the 2.5 storey properties on Burleigh Mead.
- 10.13 In terms of its scale and massing the proposed development represents an efficient use of the land whilst still sitting comfortably within the site when taking account of the adjoining buildings and the openness of the junction. Furthermore, it is considered appropriate for this prominent corner site which would benefit from a signature building which would make a positive contribution and sense of place, without resulting in an overly dominant form of development.
- 10.14 The scheme proposes a palette of high quality materials and traditional form of detailing, which would create a well-articulated and visually interesting building of an appropriately high standard for this location. The materials and detailing have been driven by consultation with local design guidance including that of the Gascoyne Cecil Estate, consultations with planning officers and the local community (Statement of Community Involvement has been submitted with the application). Even though the Hatfield Design Code produced by the Gascoyne Cecil Estates does not form part of the formal policy background for determining the application the scheme has been designed so that the scheme meets the requirements of this code.
- 10.15 The overall impression would be of a residential building which has an attractive architectural appearance. Notwithstanding the information submitted with this application, a planning condition requiring the approval of materials would be appropriate to ensure that the detailed design of the proposed building can be properly assessed and agreed.
- 10.16 The detailed design and elevation treatment strikes a satisfactory balance in the response of its primary scale to its place both within the context of the spacious junction and with the secondary scale more domestic features which reflect the residential use of the building as whole. In doing so it is neither too assertive nor overly dominant but would positively enhance the distinctiveness of the surrounding area.
- 10.17 The proposal has also been considered against Local Plan Policy D8 which requires landscaping to form an integral part of the overall design. Landscaping can protect and enhance the existing visual character of the area and reduce the visual and environmental impacts of a development. In this case, a landscaping scheme is proposed for the site, which will assist in setting the development within the context of its wider surroundings and further act to soften the scale and visual impact of the building. The Landscaping team have been consulted and have advised that the proposed scheme shows a reasonable style and diversity of planting.
- 10.18 A Tree Preservation Order (TPO) is in place to protect the trees which lie to the north of the site and adjacent to Burleigh Mead. In addition, there are numerous mature trees in and around the site which, although not protected by a preservation order, make a valuable contribution to the character and visual amenity of the area as well as environmental benefits.

- 10.19 Care has been taken to ensure the proposals do not have an adverse impact on the high quality mature landscape alongside Burleigh Mead access, the proposals present built form further away from these trees than is currently the case on site. In this regard, the Landscaping Team have confirmed that the Arboricultural Report (ref: JTK/9288/WDC), Tree Constraints Plan (ref: 9288/01 rev A) and Tree Protection Plan (ref: 9288/02 rev O) cover all the tree documentation needed and demonstrate appropriate forethought and consideration has been given to the trees surrounding the site. Therefore, no further information required in this regard.
- 10.20 Overall, subject to a landscaping and materials condition, the proposal is considered to be of a high standard of design which, together with existing and proposed landscaping around the site, would create a satisfactory setting for the building as well as enhancing and complementing the character and context of the area. In this respect, no objections are raised with regard to Local Plan Policies D1, D2 and D8 and the NPPF.

### **3. The impact on the residential amenity of neighbouring occupiers**

- 10.21 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.
- 10.22 In this case, the neighbouring properties most likely to be impacted by the development are No.17 Burleigh Mead to the north east of the site and No.1 The Ryde to the east. The layout of the site has been designed to respond to these properties by considering massing, aspects and separation distances. Accordingly, the footprint of the building is positioned towards the south west boundaries, whilst parking court and landscaped gardens are sited towards the north east.
- 10.23 At its closest point, the proposed building would maintain approximately 12m separation distance from the site boundary to the east and north east corners of the site. Given that No.1 The Ryde benefits from a generously proportioned and well landscaped rear garden measuring over 30m in depth, it is considered that the proposal would not result in an unduly harmful impact on the residential amenity currently enjoyed by the occupiers of this property.
- 10.24 Turning to No.17 Burleigh Mead, this property, which is situated to the north east corner of the site, faces broadly west and is orientated alongside the application site boundary. The rear wall of No.17 lies just beyond eastern boundary of the application site, as a result, there would be no overlooking to windows within the rear elevation of this property and only very limited potential for distant views towards its rear garden.
- 10.25 The view from windows within the north elevation of the proposed building would look out to the area in front of No.17 Burleigh Mead and the protected trees. Given the separation distance between buildings, together with their orientation at approximately 90 degrees, the arrangement is acceptable in terms of limiting direct overlooking between habitable rooms. Whilst there would be overlooking to the front gardens of properties within Burleigh Mead, this area is open and visible from the highway and footpath, therefore, the impact on the occupier's living conditions would be limited.



- 10.26 Finally, in terms of light, the proposal is likely to result in some additional overshadowing to the front of No.17 Burleigh Mead but only for a relatively short period of time during the winter months. The effect of the proposed building on the overall levels of daylight reaching the windows serving No.17 Burleigh Mead would not be so significant as to amount to unacceptable harm being caused to the occupiers' enjoyment of their property. The proposal would not affect light to the rear garden which is considered to warrant the most protection, therefore, there is no objection in this regard.
- 10.27 The rear garden of No.1 Burleigh Way lies approximately 22m north of the proposed building, on the opposite side of the road. This degree of separation, together with the intervening trees which are substantial, mean that the impact of the development on this property and the living conditions of the occupiers would be minimal.
- 10.28 Although the proposed development would result in more a prominent structure, given its spacious and well landscaped setting, there would not be an overbearing effect upon the adjoining public realm or nearby buildings.
- 10.29 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.
- 10.30 In this case, the site is located close to two significant noise sources, the junction of Hertford Road / Great North Road and the East Coast railway line. The potential for noise disturbance to future residents has been assessed through the submitted Noise Assessment. Environmental Health were consulted on the proposal and did not object subject to a suitable condition 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.
- 10.31 External amenity areas must, so far as is practicable, comply with the 55dB World Health Organisation (WHO) Community Noise Guideline level. Currently, a 1.8m fence is proposed along the boundary fronting the A1000. The effectiveness of this fence, in terms of noise attenuation, needs further assessment and, where required, additional mitigation measures may be sought to meet the WHO guidance level. A condition has therefore be suggested in this regard.
- 10.32 For a development of this size it is likely that there will be significant amount of noise associated with plant and equipment. No details of actual plant or equipment to be installed has been provided, it is therefore recommended that a condition be placed on the application requiring any plant to be 5dB below the background noise level or, 10dB below the background noise level if the noise produced is tonal, at the nearest sensitive receptors.
- 10.33 The size and type of accommodation is unlikely to have a significant impact on the air quality in the area. The report provided with the application shows that air quality in the area is below the action levels and therefore suitable for residential development and is therefore not objectionable.
- 10.34 In terms of external lighting, a condition is recommended to protect neighbouring residents from the potential impact of the proposal.
- 10.35 Giving consideration to the scale of the proposal, it's siting and the separation distance from neighbouring properties, it is considered that the development would

not have an unreasonable impact on the residential amenity of neighbouring properties or the future occupiers of the new development subject to appropriate conditions. In this respect, no objections are raised with regard to Local Plan Policy D1, R18, R19 the SDG or the NPPF.

#### **4. Access, the impact on the highway network and parking provision**

- 10.36 The application is supported by a Transport Statement prepared by Paul Basham Associates Ltd on behalf of McCarthy & Stone (April 2017). Hertfordshire County Council Transport Programmes and Strategy have been consulted and did not object to the proposed development subject to suggested conditions and informatives.
- 10.37 Vehicular access into the site is provided from Great North Road, located at a point of access established by the existing dwellings on site. This leads to a parking court towards the north east corner of the site.
- 10.38 It is observed that a second crossover is provided to the site, direct from Hertford Road (A1000, a main distributor within the road hierarchy). This access serves two garages, with limited opportunities to enable vehicles to turn around clear of the public highway and likely results in reversing movements onto an extremely busy main distributor route in close proximity to a signalised junction. This crossover, further, intercepts a cycle/pedestrian route and is a point of conflict between users of the segregated route and vehicles. Subject to an appropriately worded condition, the development proposals represent an opportunity to resolve this conflict by closing this existing unsatisfactory access point and reinstating priority to pedestrians and cyclists.
- 10.39 The remaining point of vehicular access is in close proximity to the junction of Great North Road / Bull Stag Green and Burleigh Mead. This access is presently a single width vehicle crossover. The proposals seek to widen this access to 4.5m and provide footway to southern side. The width of the new access route is suitable to enable two way vehicle flow and visibility along Great North Road and Bull Stag Lane is provided above that required for the recommended vehicle speeds. The access shall be of the form of a vehicle crossing, thereby retaining pedestrian priority across the frontage of the site and ensuring that a new minor access is not created which would introduce difficulties in terms of junction spacing.
- 10.40 It is described that the access shall be gated, however, the position of the gates is not shown on the submitted Site Layout drawing (NL 2391\_01\_03\_AC\_002). The position of gates is described within the Transport Statement as being 17m from carriageway and therefore reasonable to consider that the columns beneath undercroft area provide the gate mounting positions. The set back is sufficient that any operation of the gate shall not interfere with the highway, nor shall vehicles waiting for gate operation obstruct the carriageway whilst undertaking this activity.
- 10.41 The development proposals are considered by the Highway Authority to have a net impact of five additional vehicle movements in the weekday AM peak, and one additional vehicle movement in the weekday PM peak over and above the existing situation. Such levels of additional vehicle movements would not result in a severe impact on the operation of the local highway network, nor operation of the signal controlled junction of Great North Road with A1000 / St Albans Road East / Hertford Road.
- 10.42 In terms of sustainable transport, the site is well located within walking distance of a range of shops and services and benefits from immediate access to footways, cycleway and public transport. It is observed that bus stops on Hertford Road exist

immediately adjacent to the site. The site is also located within walking distance of Hatfield Rail Station, which is a major bus interchange and transport hub for the area. The site is therefore considered to be one of the most sustainable locations in the Borough given that it is highly accessible for local amenities and accessible to a number of modes of transport other than by use of a private car and.

- 10.43 In terms of parking, paragraph 39 of the NPPF states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles. Saved Policy M14 of the District Plan and the Parking Standards SPG use maximum standards and are not consistent with the NPPF and are therefore afforded less weight. In August 2014 the Cabinet Housing and Planning Panel approved the Interim Policy for Car Parking Standards and Garage Sizes document. This document identifies the car parking standards set out in the SPG Parking Standards as guidelines rather than maximums and states that parking provision will be assessed on a case by case basis.
- 10.44 The Council's Car Parking Standards SPG recommends 1.25 spaces for a 1-bedroom flat and 1.5 spaces for a 2-bedroom flat in this area. On this basis, 34 on-site parking spaces would typically be required for a residential development of this scale. In this case it is proposed to provide 20 parking spaces for residents, visitors and staff. Those allocated for residents will be subject to an annual charge. This approach, common across McCarthy & Stone schemes, has been introduced both to reflect the typically low car ownership rates of elderly people and to discourage residents from owning a car unless they intend to use it.
- 10.45 In this regard the application is supported by a detailed Transport Statement which sets out the applicant's case that a reduced amount of parking space to serve the development is appropriate given the lower demand generated specifically by sheltered accommodation of this kind. This evidence draws on the company's experience in constructing numerous sheltered housing schemes across the country and profiling the typical resident of an apartment by McCarthy & Stone. The independent research is attached as Appendix C of the Transport Statement and shows that residents typically own 0.59 cars per apartment, equating to a total of 14 spaces for the proposed scheme. The provision of 20 parking spaces on the site should therefore be adequate to accommodate parking demand within the site given the sustainable location of the site.
- 10.46 Notwithstanding the above, on-street parking is permitted within Great North Road. Demand for on-street parking was high given the local employment opportunities in the area and proximity to Hatfield Station, however, recent prior approval consents have caused some office blocks to become housing and it is reasonable to expect any on-street parking demand may have reduced. The Highway Authority have advised that any potential for overspill on-street parking is not considered shall have a prejudicial impact on the operation of the highway network.
- 10.47 Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The proposal would not cause traffic congestion and the Highway Authority has raised no objections. The Council's Parking Services Team were also consulted and did not object to the proposed development. Based on the information available, a severely harmful impact upon the parking capacity of the local highway network would not result.

- 10.48 On balance, given that accessibility by non-car modes of transport is excellent and a wide range of regularly required services and facilities are within a short walking distance, it is considered that the future residents of the development would not be dependent upon car ownership to meet most of their daily required needs. Whilst some future residents are likely to be car owners, the consequence of this would not result in severely harmful impact on either the highway network or the living conditions of neighbouring occupiers.
- 10.49 Subject to the mitigation measures to be secured through conditions, as referred to above, the proposal is considered to be acceptable and no objections are raised with regard to Policies M14 of the Welwyn Hatfield District Plan the SPG Parking Standards and the NPPF.

## **5. Other material planning considerations**

### *i) Protected Species*

- 10.50 The presence of protected species is a material consideration, in accordance with the NPPF (paragraphs 118-119), Natural Environment & Rural Communities (NERC) Act 2006 (section 40), Wildlife and Countryside Act 1981, Conservation of Habitats and Species Regulations 2010 (and amended) as well as Circular 06/05. Furthermore, Policy R11 requires developments to contribute positively to biodiversity.
- 10.51 A Bat Survey Report (by Greenlink Ecology, 20 July 2017) was submitted in support of this application. A Preliminary Ecological Appraisal found no evidence of roosting bats; however a low number of potential suitable roosting features were identified and, following Bat Conservation Trust best practice guidelines, further surveys were recommended to inform the need for mitigation measures in relation to bats.
- 10.52 The follow-up bat surveys were carried out during June and July 2017 and low numbers of Common Pipistrelle bats were recorded foraging and commuting across the site. Low numbers of Common Pipistrelle bats were also recorded emerging from and re-entering an area near the dormer window on the eastern aspect of the property; consequently, the building is confirmed as having roost locations for Common Pipistrelle bats and these were assessed to be small, non-breeding, day roosts of low conservation significance.
- 10.53 The development proposals, which include demolition, will result in the loss of known bat roosts. However, suitable mitigation has been provided to safeguard bats and ensure their conservation status is maintained. With these mitigation measures in place, the Local Planning Authority has sufficient information to deal adequately with bats from a planning perspective, and can apply and satisfy the third test of the Conservation of Habitats and Species Regulations 2010 (as amended) prior to determination.
- 10.54 It is acknowledged that a European Protected Species (EPS) licence will be required to proceed lawfully. Natural England may require a number of up-to-date activity surveys for a licence to be issued, consequently these need to be factored in to any development timescale.
- 10.55 Hertfordshire Ecology were consulted and have advised that on the basis of the above, bats should not be regarded as a constraint to these development proposals and the application can be determined accordingly. Subject to suggested conditions and informatives in accordance with Local Plan Policy R11 and the relevant paragraphs of the NPPF.

*ii) Flood Risk / Surface Water Flooding*

10.56 A surface Water Drainage Assessment (carried out by RLT Engineering Consultants Ltd, 5<sup>th</sup> October 2017) was submitted with this application. Having consulted the Hertfordshire County Council Flood Risk Management Team, no objections have been raised with regard to the impact on surface water flooding either on site or further afield and the proposed development has been found to be acceptable in principle, subject to suggested planning conditions in accordance with Local Plan Policy R7, R10 and the NPPF.

10.57 *iii) Planning obligations*

10.58 The three tests set out in Regulation 122(2) of the Community Infrastructure Levy (CIL) Regulations 2010 require S106 agreements to be:

- a) necessary to make the development acceptable in planning terms
- b) directly related to the development
- c) fairly and reasonably related in scale and kind to the development

10.59 Regulation 123 of CIL Regulations states that a planning obligation may not constitute a reason for granting planning permission where the obligation provides for the funding or provision of an infrastructure project or type of infrastructure and five or more separate planning obligations for the funding or provision of that project or type of infrastructure have been entered into.

10.60 The NHS initially sought contributions towards primary care, mental health, acute and community costs. Officers have considered the evidence provided in justification of the contribution in the context of paragraph 204 of the NPPF and CIL Regulation 123(3)(b)(ii). Having done so, it is considered that fully justified contributions towards mental health may be acceptable in principle, however, the NHS have since confirmed that their request for a contribution towards the provision of mental health services has been withdrawn. The request for contributions towards primary care, acute and community costs is not supported by enough detail to identify the precise impact of the proposed development on the service or that the contribution would be fairly and directly related to the impact.

10.61 Hertfordshire County Council (Development Services and Highways) have confirmed that no planning obligations are sought in the instance.

**Conditions**

10.62 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 At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF outlines, in its introduction, three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles. Of particular relevance to this application is an economic role, among others, to ensure land is available in the right places to support growth; a social role to support strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; as well as a an environmental role which includes protecting and enhancing the built environment.
- 11.2 The NPPF does not require development to jointly and simultaneously achieve planning gain in each of the three considerations. It is sufficient for all three to be considered and for a balance between benefit and adverse effects to be achieved across those three areas. In this instance, the proposal makes effective and efficient use of a vacant site, the location of the development would be highly accessible for local amenities and public transport, and would provide additional accommodation in the area to support local shops and services, all in line with Paragraphs 30, 37, 58 and 70 of the NPPF. In addition, the development would have the potential to offer a greater range of accommodation which would have some social benefit and encourage diversification of community, as required by Paragraph 50 of the NPPF.
- 11.3 The proposal would have an economic benefit during the construction phase and a limited social benefit through the provision of 21 windfall residential units making a valuable contribution to local housing supply; this is a clear benefit as it reduces pressure on housing land take elsewhere.
- 11.4 Subject to planning conditions it is considered that the design of the development would adequately respect and relate to the character of the area. Giving consideration to the scale of the proposal and its setting, it is considered that the amenity of the adjoining occupiers would be maintained to an acceptable level. Consequently, it is considered that the proposal affords benefits in all areas of sustainability and is in accordance with the aims and objectives of saved policies of the Welwyn Hatfield District Plan 2005, the adopted Supplementary Design Guidance 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 following conditions:
1. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development must be implemented using the approved materials and subsequently, the approved materials must 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 Policy D1 and D2 of the Welwyn Hatfield District Plan 2005.

2. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the

construction of the development must only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan must include details of:

- a) Construction vehicle numbers, type, routing;
- b) Traffic management requirements;
- c) Construction and storage compounds (including areas designated for car parking);
- d) Siting and details of wheel washing facilities;
- e) Cleaning of site entrances, site tracks and the adjacent public highway;
- f) Provision of sufficient on-site parking prior to commencement of construction activities; and
- g) Post construction restoration/reinstatement of the working areas and any temporary access to the public highway.

REASON: To ensure satisfactory provision to protect the residential amenity of adjoining occupiers and highway safety in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

3. Notwithstanding the details indicated on the submitted drawings, no development shall take place until a detailed scheme for off-site highway improvement comprising removal of any access not required on the approved plans, and removal of bollards, signs and tactile as necessary to return exclusive use of the segregated pedestrian / cycle facilities on Hertford Road abutting the site to authorised users only, have been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

4. Prior to the commencement of the development the applicant shall submit to, for approval by the Local Planning Authority, details of the noise levels in the external amenity areas in the form of an acoustic report. The report shall include mitigation measures required to meet, so far as practicable, the 55dB World Health Organisation Community Noise Guideline Level. The development must not be carried out and retained thereafter other than in accordance with the approved details.

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.

5. Prior to the commencement of the development the applicant shall submit to, for approval by the Local Planning Authority, details relating to noise from plant and equipment to be installed at the premises with evidence in the form of an acoustic report showing that noise emissions from plant and equipment will be 5dB (LAeq) below the background noise level (LA90) or, 10dB below the background noise level if the noise produced is tonal, at the nearest residential property (using the methodology outlined within BS4142:2014).

REASON: To protect the residential amenity and living conditions of nearby occupiers in accordance with Policy R19 and D1 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

6. Before the development hereby approved is brought into use, a manned measured noise survey must be carried out and a report of the findings submitted to and

approved in writing by the Local Planning Authority. The noise survey must include reference to measured background noise level at monitoring locations agreed by the Local Planning Authority. The noise emitted must be measured at 1.0m from the facade of the nearest residential premises to demonstrate that the noise emitted by the combined operation of all external building services plant hereby permitted does not exceed 5dB below the background noise level or, 10dB below the background noise level if the noise produced is tonal, at any time when the plant is operating. Measurement parameters must include the LA90, LAeq, LA Max and frequency analysis.

Should the plant fail to comply with this condition at any time, it shall be switched off and not used again until it is able to comply. The use of the equipment must not commence or re-commence until a fully detailed noise survey and report has been submitted to and approved in writing by the Local Planning Authority and approved mitigation measures such as acoustic screening or silencers have been implemented. The plant shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained at all times. Should the plant and equipment fail to comply with this condition at any time, it shall be switched off and not used again until it is able to comply.

REASON: To protect the residential amenity and living conditions of nearby occupiers in accordance with Policy R19 and D1 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

7. Prior to the commencement of the development a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The development must not be carried out other than in accordance with the approved scheme. The drainage scheme must include:
  - a) Half drain down time for the proposed soakaway;
  - b) Detailed engineered drawings of the proposed Sustainable Drainage System (SuDS) features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs; and
  - c) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

REASON: To reduce the risk and impact of flooding by ensuring the satisfactory storage and disposal of surface water from the site and to ensure surface water can be managed in a sustainable manner in accordance with Policy R7 and R10 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

8. Prior to the commencement of the development a detailed management and maintenance plan for the proposed oversized pipes, permeable paving with sub-base and underground surface water attenuation features must be submitted to and approved in writing by the Local Planning Authority. The management and maintenance plan must include an inspection timetable and any other measures necessary to ensure the efficient operation of the scheme throughout its lifetime.



REASON: To ensure the drainage system is maintained throughout the lifetime of the development to an acceptable standard in accordance with Policy R7 and R10 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

#### POST-DEVELOPMENT COMMENCING

9. The development hereby permitted must not be carried out other than in accordance with the approved surface Water Drainage Assessment carried out by RLT Engineering Consultants Ltd, report number 160801, revision C, dated 5<sup>th</sup> October 2017 and the following mitigation measures detailed within the Drainage Statement report:
  - a) Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year plus climate change event providing a minimum of 56 m<sup>3</sup> (or such storage volume agreed with the LLFA) of storage volume provided in aquacell tank and the additional storage within permeable paving and oversized pipes; and
  - b) Disposal of surface water from the private drainage system via infiltration.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.

REASON: To reduce the risk and impact of flooding by ensuring the satisfactory storage and disposal of surface water from the site and to ensure surface water can be managed in a sustainable manner in accordance with Policy R7 and R10 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

10. The development hereby permitted must not be carried out other than in accordance with the approved Bat Survey Report by Greenlink Ecology, dated 20<sup>th</sup> July 2017 and the mitigation measures detailed within the report.

REASON: To ensure the development contributes to the Government's commitment to halt the overall decline in biodiversity and to provide net gains where possible as set out in the National Planning Policy Framework

11. All planting seeding or turfing and soil preparation comprised in the approved details of landscaping must be carried out in the first planting and seeding season following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner: and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased must be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All landscape works must be carried out in accordance with the guidance contained in British Standards 8545: 2014.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policy D8 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

## PRIOR TO OCCUPATION

12. No part of the development hereby approved shall be occupied until the car park, and turning areas have been laid out, surfaced, demarcated and drained in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that adequate vehicular access is provided prior to occupation in the interests of highway safety and in accordance with Policy M14 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

13. No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting which is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON: To protect the amenity and living conditions of future occupiers of the site and existing residential properties in the near vicinity to the development in accordance with Local Plan Policies D1 and R20 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

14. 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.

15. The occupation of the accommodation hereby approved shall be limited to persons aged 60 years and over, with the exception of any partner or a widow or widower of such a person who shall be aged 55 years and over, unless otherwise agreed in writing by the Local Planning Authority.

REASON: For the avoidance of doubt as to the extent of permission granted. The application has been determined on the basis that the residential units will be occupied by the elderly and the development is not considered suitable for general residential occupation.

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

Plan Number	Rev Number	Details	Received Date
NL_2391_01_03_AC_011		Planning Perspective	1 June 2017
NL_2391_01_03_AC_003		Streetscenes	1 June 2017
NL_2391_01_03_AC_005		Proposed Elevations 2 of 2	1 June 2017
NL_2391_01_03_AC_004		Proposed Elevation 1 of 2	1 June 2017
NL_2391_01_03_AC_010		Proposed Roof Plan	1 June 2017
NL_2391_01_03_AC_008		Second Floor Layout	1 June 2017
NL_2391_01_03_AC_009		Third Floor Layout	1 June 2017
NL_2391_01_03_LA_001		Landscape Planning Layout	1 June 2017
NL_2391_01_03_AC_007		Proposed First Floor Layout	1 June 2017
NL_2391_01_03_AC_006		Proposed Ground Floor Layout	1 June 2017
NL_2391_01_03_AC_002		Planning Site Layout	1 June 2017
9288/01	A	Tree Constraints Plan	1 June 2017
9288/02	0	Tree Protection Plan	1 June 2017
NL_2391_01_03_AC_016		Existing Building Elevations	22 June 2017
NL_2391_01_03_AC_001	A	Location & Block Plan	23 Nov 2017

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

### Summary of reasons for grant of permission

The decision has also 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 inspected at these offices).

### Informatives

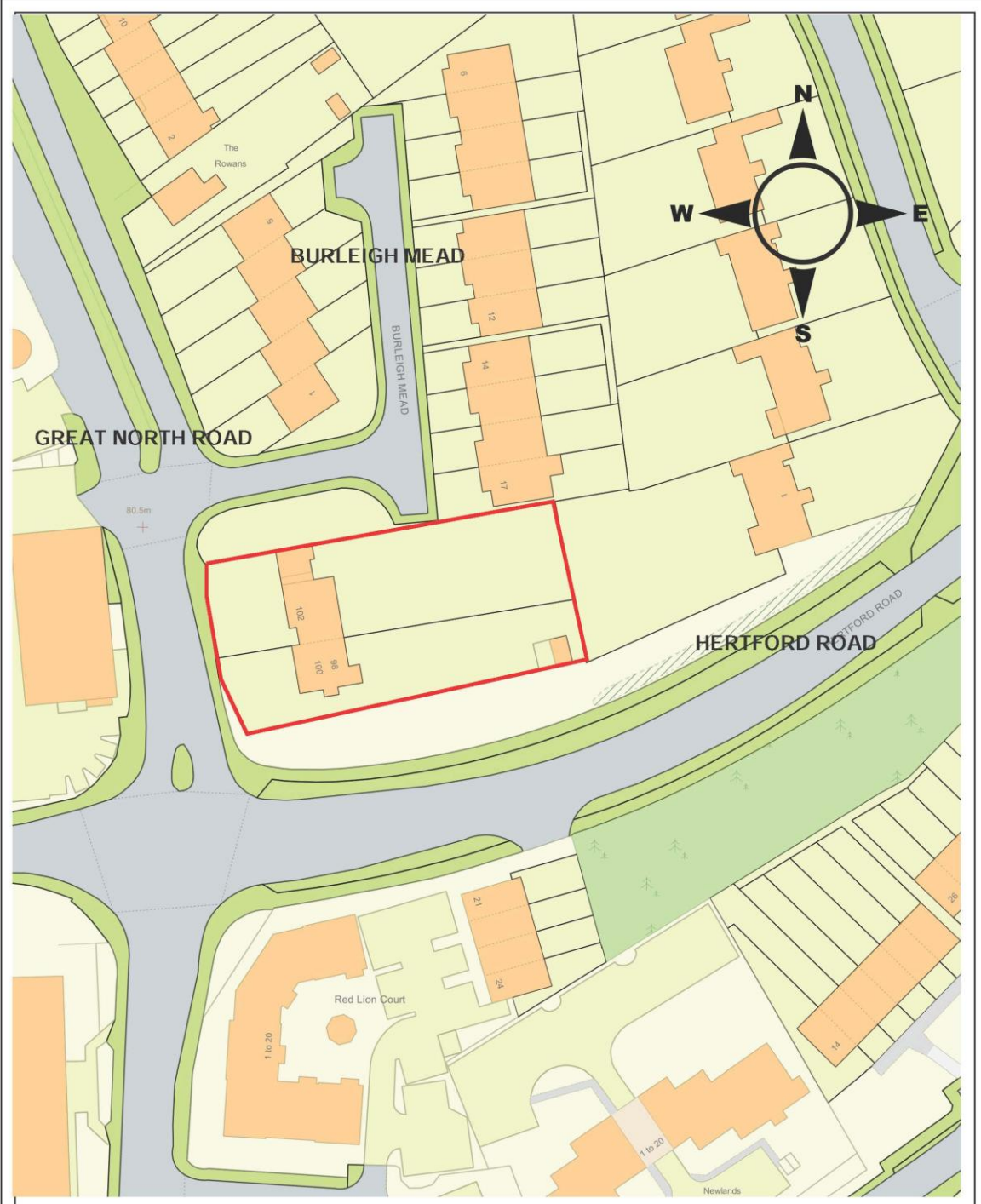
1. INF6 Street Numbering
2. The planning authority has determined the application on the basis of the information available to it but this does not warrant or indicate that the application site is safe or stable or suitable for the development proposed, or that any nearby land is structurally stable. The responsibility for safe and suitable development rests upon the developer and/or land owner and they should take expert advice from properly qualified experts to ensure that the historic chalk mining activities in the area will not adversely affect the development.
3. 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.
4. Biodiversity enhancements should be considered and could be in form of bat and bird boxes in trees, integrated bat roost units (bricks and tubes) in buildings, refuge habitats (e.g. log piles, hibernacula) for reptiles at the site boundaries, green roofs, wildflower / wetland / pond areas, etc. These should be considered at an early stage to avoid potential conflict with any external lighting plans. Advice on type and location of habitat structures should be sought from an ecologist.

5. It is an offence to take or disturb the breeding or resting location of protected species and precautionary measures should be taken to avoid harm where appropriate. If protected species, or evidence of them, is discovered during the course of any development, works should stop immediately and advice sought as to how to proceed. This may be obtained from Natural England (0300 060 3900) or a suitably qualified ecological consultant.
6. The removal of trees and shrubs should be avoided during the bird breeding season (March to September inclusive). If this is not possible then a search of the area should be made by a suitably experienced Ecologist and if active nests are found, then clearance must be delayed until the nesting period has finished.
7. 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.
8. 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.
9. 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.
10. All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Council, shall be carried out only between the hours of: 8.00am and 6.00pm on Mondays to Fridays 8.00am and 1.00pm Saturdays and at no time on Sundays and Bank Holidays.
11. The best practicable means, as defined in section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.
12. All plant and machinery in use shall be properly silenced and maintained in accordance with the manufacturers' instructions.
13. All compressors shall be sound reduced models, fitted with properly lined and sealed acoustic covers, which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussive tools shall be fitted with mufflers or silencers of the type recommended by the manufactures.

14. All machines in intermittent use shall be shut down during intervening periods between work, or throttled down to a minimum. Noise emitting equipment, which is required to operate continuously, shall be housed in suitable acoustic enclosures.
15. Items of plant and equipment shall be maintained in good condition so that extraneous noise from mechanical vibration, squeaking or creaking is reduced to a minimum.
16. All pile driving shall be carried out by a recognised noise reducing system.
17. Where practical, rotary drills and bursters, actuated by hydraulic or electric power shall be used for excavating hard material.
18. In general, equipment for breaking concrete and the like shall be hydraulically actuated.
19. BS 5228 Noise Control on Construction Sites should be referred to for guidance in respect of all work carried out by the developer, their main contractor and any sub contractors.
20. Any emergency deviation from these conditions shall be notified to the Council without delay.
21. All efforts shall be made to reduce dust generation to a minimum.
22. Stock piles of materials for use on the site or disposal that are likely to generate dust, shall be sited so as to minimise any nuisance to residents or neighbouring businesses. Materials for disposal shall be moved off site as quickly as possible.
23. Water sprays shall be used, as and when necessary, to reduce dust from particularly "dusty" activities or stock piles.
24. You are advised to contact the Health and Safety Executive in order to ensure that all regulations, licensing, etc is carried out in order to comply with the requirements of the Health and Safety at Work etc Act 1974.
25. You are advised to contact the Public Health and Protection Department of the Governance Directorate on 01707 357242 in order to ensure that all regulations, licensing, etc is carried out in order to comply with the requirements of the Food Safety and Hygiene (England) Regulations 2013.

Mark Peacock (Development Management)

Date: 20/11/2017



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

Title: 98-102 Great North Road Hatfield

Scale: DNS

Date: 2017

Project: DMC Committee

Drawing Number:  
6/2017/1194/MAJ

Drawn: Baras Mast-Ingle

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