

Part I

Executive Member: Councillor S Boulton

WELWYN HATFIELD BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE – 21 JUNE 2018
REPORT OF THE EXECUTIVE DIRECTOR (PUBLIC PROTECTION, PLANNING
AND GOVERNANCE)

6/2017/1242/FULL

2 ST ALBANS ROAD EAST, HATFIELD, AL10 0HE

ERECTION OF SINGLE STOREY SIDE AND REAR EXTENSION AND
ALTERATIONS TO OPENINGS TO FACILITATE CONVERSION OF EXISTING
SINGLE DWELLING INTO 5NO, 1-BEDROOM FLATS.

APPLICANT: Ms M Lister

AGENT: Mr M Bryant

(Hatfield East)

1 Site Description

- 1.1 The application site comprises a semi-detached, 5-bed, single family dwelling with attached garage and associated front driveway and rear garden. The dwelling is situated at the junction of St Albans Road East and Heyford Way in the town of Hatfield.
- 1.2 This part of Hatfield is highly sustainable, particularly due to the location of the site within close walking distance to Hatfield Bus and Train Station and a local neighbourhood parade of shops. The main town centre of Hatfield is also readily accessible by means other than a private car.

2 The Proposal

- 2.1 Planning permission is sought for the erection of a single storey side and rear extension and conversion of this property from a 5-bed single family dwelling to 5no. 1-bed flats. Four off-street parking spaces would be provided within the existing hard-surfaced front driveway facing St Albans Road East.

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: S6/2010/1142/LU
Proposal: Certificate of Lawfulness for roof lights
Decision: Granted
Decision date: 20 July 2010

- 4.2 Application number: S6/2003/0812/FP
Proposal: Erection of part two storey part single storey side extension and the erection of front and side boundary wall
Decision: Granted
Decision date: 14 July 2003

5 Relevant Planning Policy

- 5.1 National Planning Policy Framework 2012 (NPPF)
- 5.2 Welwyn Hatfield District Plan 2005 (Saved Local Plan)
- 5.3 Draft Local Plan Proposed Submission 2016 (Emerging Local Plan 2016)
- 5.4 Supplementary Design Guidance 2005 (SDG)
- 5.5 Supplementary Planning Guidance, Parking Standards 2004 (SPG)
- 5.6 Interim Policy for Car Parking Standards and Garage Sizes 2014 (Interim Car Parking Policy)

6 Site Designation

- 6.1 The site lies within the town of Hatfield as designated with the Saved Local Plan.

7 Representations Received

- 7.1 The application have been advertised by neighbour notification letters
- 7.2 Residents of numbers 1, 3 and 5 Heyford Way have objected commented the on the ground of insufficient parking. Concern has also been expressed regarding the potential right of future residents of the development to purchase resident parking permits for Heyford Way.
- 7.3 Councillor Glyn Hayes has also commented regarding insufficient parking provision to accommodate the development.

8 Consultations Received

- 8.1 The statutory consultation responses received are summarised below, and where appropriate expanded upon in later sections of this report.
- 8.2 **Welwyn Hatfield Borough Council: Landscaping Team** – No adverse comment received
- 8.3 **Welwyn Hatfield Borough Council: Public Health and Protection** – No objection subject to conditions
- 8.4 **Welwyn Hatfield Borough Council: Parking Services** – Objection on ground of increased parking congestion in Heyford Way

8.5 **Welwyn Hatfield Borough Council: Corporate Property** – No objection following re-consultation.

8.6 **Hertfordshire County Council Transport Programmes and Strategy (HCCTPS)** – No objection.

9 Town Council Representations

9.1 Hatfield Town Council have objected to this application for the following reasons:

“The Committee object to this application due to the fact the Hatfield Article 4 Direction desperately needs reviewing and this has been recognised by the LPA. Until such time that this has been carried out and bearing in mind that the overall concentration of HMOs in Hatfield Town Council's area needs to be reduced, no further HMOs should be permitted within the boundaries of Hatfield Town Council's area hence forth. Whilst this application provides self-contained units, it is still going to have the same effect as an HMO including the parking issues and negative effects on local residents.”

It should be noted that this application does not propose HMO accommodation, but rather 5no self-contained flats.

10 Analysis

10.1 The main planning issues to be considered are:

- 1. Principal of development** (NPPF; Policies SD1, GBSP2, R1, H2 and H4 of the Local Plan; Policies SP1, SP3; and SADM1 of the Emerging Local Plan)
- 2. Quality of design and impact on the character and appearance of the area** (NPPF; Policies D1, D2, D8, GBSP2 and SDG of the Saved Local Plan; and Policy SP9 of the Emerging Local Plan).
- 3. Impact on the living conditions of neighbouring occupiers and future occupiers** (NPPF; Policy D1, R19, and SDG of the Saved Local Plan; and Policy SADM11 and SADM18 of the Emerging Local Plan)
- 4. Access, impact on the highway and parking** (NPPF; Policies M14, SPG and Interim Car Parking Policy of the Saved Local Plan; and Policies SADM2 and SADM12 of the Emerging Local Plan)
- 5. Other material considerations**
 - i) Refuse and recycling**
 - ii) House in multiple accommodation (HMO)**
 - iii) Landscaping**

1. Principal of development

10.2 The NPPF encourages the provision of more housing and states that applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should encourage the effective use of land by reusing land that has been previously developed provided that it is not of high environmental value. Policy GBSP2 directs new

development into the existing towns and specified settlements within the district, providing that it will be limited to that which is compatible with the maintenance and enhancement of their character and the maintenance of their Green Belt boundaries.

- 10.3 The site has not been allocated in the Local Plan for additional housing supply and as such comes forward as a windfall residential site where Policy H2 of the Local Plan 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 environment constraints on development of land.
- 10.4 Emerging Policy SADM1 is similar to Policy H2 but also includes criteria that a proposal would not result in disproportionate growth taking into account the position of a settlement within the settlement hierarchy and that the proposal would not undermine the delivery of allocated sites.
- 10.5 Policy H4 outlines that the Council will generally support applications for the conversion of large residential units to provide smaller self-contained units provided that it does not result in a development that is detrimental to the appearance of the application building and the visual amenity of the area; would not adversely affect the amenity of neighbouring residential properties; and would provide appropriate amenity space. These issues are discussed below.
- 10.6 The application site is located within the Town of Hatfield as designated in the Welwyn Hatfield District Plan 2005. The site has previously been developed and currently contains a semi-detached dwelling. 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. The proposed conversion from a 5-bed single dwelling to 5no. 1-bed flats would not result in a significant impact or demand to the existing infrastructure. The site is part of an existing residential area in a sustainable location and the conversion would not have an adverse impact upon the existing community. Furthermore, there are no physical or environmental constraints on development of this land. The fifth criteria relating to the physical and environmental constraints of the site is considered below in the following sections of this report. Additionally given the number of properties proposed this is not considered to impact on the criteria of Policy SADM 1.

2. Quality of design and impact on the character and appearance of the area

- 10.7 Local Plan Policies D1 and D2 respectively require high quality design in all new development and for proposals to respect and relate to the character and context of their location, maintaining and where possible enhancing the character of the existing area. These policies are expanded upon in the Council's 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. Policy GBSP2 directs new development into the existing towns and specified settlements within the district, providing that it will be limited to that which is compatible with the maintenance and enhancement of their character. These policies are consistent with the design policies contained in the Emerging Local Plan and are broadly consistent with the NPPF, in particular, paragraph 17 which requires, amongst other things, that decision taking should always seek to secure high quality design.
- 10.8 A single storey side and rear extension together with the conversion of the existing attached garage to habitable space would facilitate the conversion of this single dwelling into 5no, 1-bed flats.
- 10.9 The single storey extension would essentially infill the gap between an existing rear extension at the subject property and the shared boundary with No. 2a St Albans Road East. It would feature a flat roof with external materials to match existing. This extension would remain subordinate in scale to the existing dwelling and its use of matching external materials ensures that its design would reflect the character of the existing dwelling. Also, being situated to the rear and an infill, this extension would not be discernible from public vantage points.
- 10.10 In terms of the garage conversion, externally the garage door would be replaced by a window with a design in keeping with the existing fenestrations. A matching render facing to the existing building would complete this alteration.
- 10.11 Subject to a condition securing the use of matching external materials, it is considered that the proposed extension and alterations to this building would represent an acceptable standard of design, in accordance with Policies D1, D2 and GBSP2 of the Saved Local Plan, The SDG; Policy SP9 of the Emerging Local Plan and NPPF.

2. Impact on living conditions of neighbouring occupiers and future occupiers

Living conditions of neighbouring occupiers

- 10.12 The main properties which may be affected by the proposal include numbers 2a St Albans Road East, 36a Cecil Crescent and 1 Heyford Way. All other nearby properties are considered to be sufficiently removed from the application site so as to remain unaffected by the proposal.
- 10.13 Number 2a St Albans Road East adjoins the application property to the south-west and shares a common boundary. The proposed single storey rear extension would extend 4.3m in depth along this shared boundary, with an eaves height of 2.5m. The scale of this extension and its siting would not however result in a significant loss of light to the adjoining property, given its orientation together with the presence of existing built form. An existing 2.2m high boundary fence would screen much of the proposed rear extension, and where the extension would be seen above the boundary fence, it would be finished in a light colour. Taking into consideration these factors, it is considered that the extension would not result in a detrimental impact on the living conditions of the neighbouring occupiers to warrant a refusal of planning permission.
- 10.14 The rear gardens of 36a Cecil Crescent and 1 Heyford Way adjoin the rear portion of the application site – where the proposed communal garden would be located. Whilst the residential use of the site would intensify as a result of this proposal, it is not considered that the living conditions of the occupiers of these adjoining properties would be adversely affected, in terms of privacy, noise and disturbance.

Living conditions of future occupiers

- 10.15 Policy SADM11 'Amenity and Layout' of the Council's Emerging Local Plan (now afforded significant weight in general terms) reflect the Council's existing saved design policies, and also outlines that all proposals for C3 dwellings will be required to meet the Governments Technical Housing Standards Nationally Described Space Standards (Space Standards), unless it can be robustly demonstrated that this would not be feasible or viable
- 10.16 All of the proposed flats would share the same front door as the primary access to the building. The routes to each private entrance are of sufficient size and width.
- 10.17 The floor area of each 1-bed flat and bedrooms within would exceed the Space Standards. All flats would be spacious and well-appointed. The levels of sunlight/daylight outlook and visual amenity afforded from within the building and garden areas are satisfactory. Two ground floor flats would have their own private rear garden whilst all other would share a large rear communal area. The external private and communal garden spaces, in their extent and design, would meet the reasonable needs of its users.
- 10.18 There would be an acceptable degree of privacy to new private living space. Any overlooking would be limited to an acceptable level.

- 10.19 Considerations relevant to environmental health for this application include: noise from traffic along St Albans Road East, noise from nearby commercial/industrial premises and noise between flats.
- 10.20 The Council's Public Health and Protection Team have been consulted and recommend planning permission is granted subject to noise impact assessments, including ventilation, being submitted to the Local Planning Authority and agreed prior to commencement of the development.

3. Access, impact on the highway and parking

- 10.21 The Highways Authority have commented that the change of use would be unlikely to represent a severe impact to the highway network in terms of additional trip generation; no aspect of the proposal appears to impact upon highway visibility; waste and emergency servicing of the site is unlikely to be affected; and parking arrangements are adequately suitable for four vehicles off-site with manoeuvring on-site required. Accordingly, the Highways Authority deem that the proposal is unlikely to have an impact on highway capacity or safety and therefore present no objections.
- 10.22 In terms of parking, a total of four parking spaces to acceptable dimensions would be provided within the existing front driveway of the site. The current maximum car parking standards for the borough are authorised by Policy M14 of the Local Plan and set out in the Council's SPG. In line with the maximum standards, this development should have provision of four spaces. The development would therefore accord with the maximum standards.
- 10.23 Notwithstanding the above, it is recognised that government guidance no longer requires councils to set maximum car parking standards. Evidence indicates that such standards no longer meet the current patterns and complexities of modern car ownership.
- 10.24 The NPPF advises that:
- "If setting local parking standards for residential and non-residential development, local planning authorities should take into account: the accessibility of the development; the type, mix and use of development; the availability of an opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high emission vehicles".*
- 10.25 In light of the this government guidance, the Council produced an Interim Policy for Car Parking Standards in 2014 (Interim Parking Policy) which states that car parking standards set out in the SPG will be treated as guidelines rather than maximums. The adopted approach is that planning applications will now be treated on a case-by-case basis to achieve a sensible level of provision taking account of the existing SPG standards, NPPF guidance, the relevant circumstances of the proposal, its site context and its wider surroundings. The zonal approach in the SPG will continue to apply but a greater or lesser level of car parking provision may be deemed appropriate in certain cases.

- 10.26 Concerns have been expressed by Hatfield Town Council, the Council's Parking Services Team and local residents regarding the lack of parking provided for the development.
- 10.27 The application site is located within close walking distance to Hatfield Railway Station and Bus Station. On-street parking in the immediate locality is broadly restricted either through double-yellow lines and permit holder parking. The closest residential streets to the application site are Heyford Way and Cecil Crescent. Permit holder only parking applies along Heyford Way on Monday-Friday between 9am-4pm, except for bank holidays. This scheme was introduced in November 2016 following complaints of non-resident parking for long period of time, particularly commuters continuing their onward journey to Hatfield Train Station. Cecil Crescent features double-yellows line for part of its length from St Albans Road East, however, past this point on-street parking is unrestricted.
- 10.28 The application site is located in a highly sustainable location, particularly because of its urban location and very close proximity to Hatfield Bus and Train Station and a local neighbourhood parade of shops. The main town centre of Hatfield is also readily accessible by means other than a private car.
- 10.29 The Council Parking Services Team have stated that if planning permission was to be granted for this new development, no parking permits would be made available for residents to park in Heyford Way during the days and times the resident parking scheme operates.
- 10.30 The submitted drawings have not provided a cycle store. In accordance with the SPG, the Council would expect the provision of 5 long term cycle parking spaces in the interest of facilitating and promoting further sustainable transport provision for future occupiers. A cycle store could be accommodated within the site and the provision of such a facility can be secured through a planning condition.
- 10.31 Notwithstanding the fact that the Council's Parking Services Team would not issue resident parking permits for future occupiers of the flats, the number of on-site parking spaces for the proposed development would accord with the Council's Maximum Car Parking Standards and the site is located in one of the most sustainable locations within the Borough. It would also be necessary and reasonable in this case for the Local Planning Authority to exercise control over the allocation of car parking in order to ensure that on-site parking spaces are designated and spread appropriately across the flats. Control over the allocation of car parking can be secured through an appropriately worded planning condition. Taking all of the above in account, and subject to the suggested planning conditions, it is considered that the provision of four parking spaces for the 5x1-bed flats would be sufficient to cater for the parking demands of the future occupiers of this development.

4. Other material considerations

i) Refuse and recycling

10.32 The Council's Client Services Team have been consulted and present no objection to the proposed servicing and refuse provision. Refuse collection would be taken from Heyford Way via a proposed formal footway. This footway is located on land owned by Hertfordshire County Council and Welwyn Hatfield Borough Council, however both parties are agreeable to its creation. A planning condition can suitably secure the laying out of the footway prior to occupation.

ii) House in multiple occupation

10.33 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.

10.34 As a result of the Direction, it is considered appropriate and reasonable to apply 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.

ii) Landscaping

10.35 Policy D8 of the Council's Local Plan, together with Policy SADM16 of the Emerging Local Plan outlines that this type of development should include landscaping as an integral part of the overall design. The proposed site plan and ground floor plan illustrate what appears to be an appropriate balance of soft to hard landscaping. For the avoidance of any doubt and in the interest of proper planning, precise details of planting plans; means of enclosure and boundary treatments; and landscaping to be retained, can be secured through a planning condition in the form of a landscaping plan.

Conditions

10.36 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 proposal has been considered against the principles of sustainable development, impact on the visual amenity of the site and surrounding area, living conditions of both future occupiers and neighbouring residents and adequacy of parking provision. Subject to the suggested planning conditions, the proposed development accords with Policies SD1, GBSP2, R1, R19, H2, H4, M14, D1, D2 and D8 of the Welwyn Hatfield District Plan 2005, Supplementary Design Guidance 2005 (Statement of Council Policy), Supplementary Planning Guidance – Parking Standards 2004 (Statement of Council Policy), Interim Policy for Car Parking Standards and Garage Sizes 2014 (Statement of Council Policy); Policies SP1, SP3, SADM1, SP4, SADM2, SP9, SADM11, SADM12, SADM16 and SADM18 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and requirements of the National Planning Policy Framework 2012.

12 Recommendation

- 12.1 It is recommended that planning permission be granted subject to the following conditions:

1. The brickwork, bond, mortar, detailing, guttering, soffits and other external decorations of the approved extensions and alterations must match the existing building in relation to colour and texture.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan 2005; Policy SP9 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2012; and the National Planning Policy Framework 2012.

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) means of enclosure and boundary treatments;
- (b) hard surfacing, other hard landscape features and materials;
- (c) 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; and
- (d) 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; Policies SP3, SP9 and SADM16 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2012.

3. All agreed landscaping comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the first building, the completion of the development, or in agreed phases whichever is the sooner: and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. All landscape works shall 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 Policies GBSP2, D2 and D8 of the Welwyn Hatfield District Plan 2005; Policies SP3, SP9 and SADM16 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2012.

4. Prior to the commencement of the development, a scheme to protect the proposed development from noise between flats shall be submitted to and agreed in writing by the Local Planning Authority. No part of the development hereby approved shall be occupied unless in accordance with the approved scheme. The approved scheme must be permanently retained thereafter.

REASON: To protect the living conditions of future occupiers in accordance with Policy R19 of the Welwyn Hatfield District Plan 2005; Policy SADM18 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2012.

5. Prior to the commencement of the development, a scheme to protect the proposed development from traffic noise shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall ensure the indoor ambient noise levels in living rooms and bedrooms meet the standards in BS 8233:2014. Any associated mechanical ventilation will need to meet the ventilation requirements found with The Noise Insulation Regulations 1975. No part of the development hereby approved shall be occupied unless in accordance with the approved scheme. The approved scheme must be permanently retained thereafter.

REASON: To protect the living conditions of future occupiers in accordance with Policy R19 of the Welwyn Hatfield District Plan 2005; Policy SADM18 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2012.

6. No part of the development hereby approved shall be occupied until the driveway, patios, pedestrian access and circulation areas have been laid out, surfaced 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 access and circulation areas are provided prior to occupation in the interests of residential amenity and highway safety in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005; Policy SP9, SADM11 and SADM12 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2012.

7. No part of the development shall be occupied until a scheme which shows the spaces allocated to each flat has been submitted to and agreed in writing by the Local Planning Authority. The car parking layout as shown on drawing numbers: 17_290_PL08B & 17_290_PL07A and agreed parking allocation must be retained permanently and shall not be used for any other purpose.

REASON: To ensure that the car parking spaces are provided prior to the occupation of the units in the interests of highway safety and that the number of spaces to serve each flat complies with Policy M14 of the Welwyn Hatfield District Plan 2005, Supplementary Planning Guidance - Parking Standards 2004, Interim Policy for Car Parking Standards and Garage Sizes 2014; Policies SP4, SADM2 and SADM12 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2012.

8. No development shall commence until a scheme for the provision of secure cycle parking on site has 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 scheme.

REASON: In order to ensure that there is adequate provision for secure cycle accommodation within the application site, encouraging alternative modes of transport in accordance with the Policies M14, D1 and D2 of the Welwyn Hatfield District Plan 2005; Policies SP4, SADM2, SP9 and SADM12 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2012.

9. 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.

10. 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
17_290_PL 04		Existing 1F + 2F Plan	07 June 2017
17_290_PL 09		Proposed 1F + 2F Plan	07 June 2017
17_290_PL 05		Existing Front and Rear Elevations	07 June 2017
17_290_PL 06		Existing Elevations 2/2	07 June 2017
17_290_PL 11A		Proposed Elevations 2/2	03 August 2017
17_290_PL 10A		Proposed Front + Rear Elevations	03 August 2017
17_290_PL 01A		Location + Block Plan	01 February 2018
17_290_PL 02A		Existing Site and Roof Plan	01 February 2018
17_290_PL 07A		Proposed Site and Roof Plan	01 February 2018
17_290_PL 03A		Existing Ground Floor Plan	01 February 2018
17_290_PL 08B		Proposed Ground Floor Plan	01 February 2018
17_290_PL 12B		3D Visuals 1 + 2	01 February 2018

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/or the naming of new streets. The applicant **MUST** contact Welwyn Hatfield Borough Council, Environmental Services (01707 357 000) before any name or number is proposed. This is a requirement of the Public Health Act 1875 and Public Health (Amendment) Act 1907.
3. The applicant is advised to take account the provisions of The Party Wall Act 1996 insofar as the carrying out of development affecting or in close proximity to a shared boundary.

David Elmore (Development Management)

Date: 04 June 2018

Expiry date: 22 June 2018



 <p>WELWYN HATFIELD</p> <p>Council Offices, The Campus Welwyn Garden City, Herts, AL8 5AE</p>	Title: 2 St Albans Road East Hatfield		Scale: DNS	
			Date: 2018	
	Project: DMC Committee	Drawing Number: 6/2017/1242/FULL	Drawn: Ida Moesner	
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