

Part I

Main author: Lizzie Mugova

Executive Member: Councillor J. Quinton
(Welham Green & South Hatfield)

WELWYN HATFIELD BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE – 11 JANUARY 2024
REPORT OF THE ASSISTANT DIRECTOR (PLANNING)

6/2023/0894/FULL

UNIT 1 51 WELHAM MANOR WELHAM GREEN HATFIELD AL9 7EL

CHANGE OF USE FROM INDUSTRIAL UNIT TO PROVIDE 7 RESIDENTIAL DWELLINGS,
TOGETHER WITH ASSOCIATED LANDSCAPING, AMENITY SPACE, PARKING, REFUSE
STORAGE AND ACCESS FROM WELHAM MANOR FOLLOWING DEMOLITION OF EXISTING
BUILDINGS AND STRUCTURES

APPLICANT: ACRE

1 Background

1.1 This application follows refusal of application 6/2021/0163/FULL for the “Erection of 7 dwellinghouses”. The previous scheme was refused for the following reasons:

1. *The development proposed would appear as an over intensive form of development which would appear contrived and cramped in its setting. These deficiencies are emphasised by the removal of mature trees, lack of landscaping details, dominant car parking, lack of access to the rear garden of the middle terrace dwelling and poor quality bin storage within the site. Accordingly the proposed development would be of a poor standard of design, failing to take the opportunities to function well and add to the overall quality of the area, contrary to Policies D1, D2, D8, RA11, R17 and H6 of the District Plan (2005), Supplementary Design Guidance (2005) and the National Planning Policy Framework.*
2. *By virtue of inaccurate and insufficient information, and increases in the footprint, floorspace, height, and massing of the proposed dwellings combined with the urban paraphernalia. The proposal would result in substantial harm to the openness of the Green Belt contrary to the aims of the National Planning Policy Framework, Policy GBSP1 of the District Plan 2005 and Policy SP3 of Draft Local Plan Proposed Submission August 2016.*
3. *Due to a lack of evidence to justify the loss of Class Use B uses from the application site, the proposal is contrary to the National Planning Policy Framework, Policy EMP8 of the District Plan 2005 and Policy SADM10 of the Draft Local Plan Proposed Submission August 2016.*
4. *By virtue of a lack of information in regards to a larger refuse vehicle being able to enter or exit the application site. It is judged that the proposed development fails to demonstrate that a safe and suitable access to the site can be achieved for all users contrary to highway safety and the NPPF.*

1.2 An appeal against application 6/2021/0163/FULL was dismissed. The Inspector concluded that the moderate weight afforded to the other planning considerations did not clearly outweigh the harm to the Green Belt, character and appearance of the area and loss of employment land. Consequently, the very special circumstances necessary to justify the development did not exist.

- 1.3 It is important to note that, since the refusal of application 6/2021/0163/FULL, Welwyn Hatfield Borough Council adopted a new Local Plan on 12th October 2023. Consequently, the application site is no longer situated in the Green Belt and now forms part of a housing allocation HS44.
- 1.4 Since the dismissed appeal, the proposal has been subject to collaborative pre-application discussion with Welwyn Hatfield Borough Council, which has led to the design being refined and improved. Key changes include:
- The core design of the scheme now stems from enhancing the landscape setting of the site, preserving existing trees and introducing new planting.
 - The section of the site which extends beyond the building line of 42 Welham Manor is devoted entirely to green space and soft landscaping.
 - The scheme now incorporates a radial layout and the spacing of the new dwellings ensures that visual sky gaps are maintained through the buildings to the trees beyond.

2 Site Description

- 2.1 The site is located at the end of a residential cul-de-sac, known as Welham Manor, which is accessed from Dixons Hill Road. The site extends to approximately 0.4 hectares and is in a southern position within Welham Green. The application site, known as units 1-3, 51 Welham Manor, is rectangular in shape and has an incline of approximately 1 metre in topography, with the south of the site higher than the rest of the site.
- 2.2 The site is bordered on the north and west sides by two storey terraced and semi-detached houses. The application site's boundaries to the east and south comprise a mix of mature trees and soft landscaping that largely screen views into and out of the application site.
- 2.3 The site is currently in employment use as a motor repair yard. There are a number of smaller buildings found on the site which are single storey in height and vary in physical condition and materials. Within the site, there are large areas of hardstanding for car parking, open storage of vehicles and car related items.
- 2.4 The application site is located within the Hatfield Heritage Assessment Area. To the north of the site is a Grade II listed Hope and Anchor public house (list entry no. 1348176) which is approximately 80m away.
- 2.5 Existing vehicular and pedestrian access is to the north west of the application site via a metal gate.

3 The Proposal

- 3.1 The proposal is for the demolition of the existing low-quality buildings and erection of seven dwellings comprising one pair of semi-detached and five detached family homes with car parking, cycle and refuse storage and private amenity gardens. The proposal also includes communal amenity space and a pedestrian and cycle route which extends up to the south west boundary of the site.
- 3.2 The proposed dwellings would be two and a half storeys in height with living accommodation situated within the roof. The development would utilise the existing access from Welham Manor.

4 Reason for Committee Consideration

- 4.1 This application is presented to the Development Management Committee because the application has been called in by Councillor Paul Zukowskyj.

5 Relevant Planning History

- 5.1 Application Number: S6/1999/0813/LU
Decision: Granted
Decision Date: 28 February 2000
Proposal: Certificate of Lawfulness of existing use of the site including building marked A on the approved plan as a workshop for the repair, maintenance and paint spraying of motor vehicles together with access and car parking associated with car repair business

- 5.2 Application Number: S6/2000/0381/OP
Decision: Refused
Decision Date: 15 May 2003
Proposal: Site for residential development

- 5.3 Application Number: S6/2002/1766/OP
Decision: Refused (dismissed at appeal)
Decision Date: 19 February 2003 (appeal dismissed)
Proposal: Outline application for site for residential development comprising three dwellings, together with associated garage and parking, involving demolition of existing buildings

Dismissed on appeal 11 September 2003. The reasons for the dismissal were based on the fact that while in the Inspector's opinion very special circumstances may exist to justify the grant of planning permission in the Green Belt, he did not consider that the density of the proposed development would make the best use of the available land and hence would not be in accordance with government policy in that respect.

- 5.4 Application Number: S6/2003/1759/FP
Decision: Refused (dismissed at appeal)
Decision Date: 10 June 2004 (appeal dismissed 9 February 2005)
Proposal: Erection of nine 2 bedroom dwellings and garages

Dismissed on appeal 9 February 2005. The reason for the dismissal was that the proposal would constitute inappropriate development harmful to the function and purpose of the Metropolitan Green Belt and that harm is not clearly outweighed by any other considerations.

- 5.5 Application Number: 6/2021/0163/FULL
Decision: Refused
Decision Date: 23 March 2021 (appeal dismissed 18 October 2021)
Proposal: Erection of 7 dwellinghouses

Dismissed on appeal 18 October 2021. The reason for the dismissal was that moderate weight afforded to the other considerations did not clearly outweigh the harm to the Green Belt, character and appearance, and employment land. Consequently, the very special circumstances necessary to justify the development did not exist.

- 5.6 Application Number: 6/2022/1687/PA
Decision: Refused
Decision Date: 2 May 2023
Proposal: Land to the south of 36 Welham Manor Welham Green

6 Relevant Planning Policy

- 6.1 National Planning Policy Framework (NPPF)
- 6.2 Welwyn Hatfield Local Plan (Local Plan)
- 6.3 Supplementary Design Guidance 2005 (SDG)
- 6.4 Supplementary Planning Guidance, Parking Standards 2004 (SPG)
- 6.5 Interim Policy for Car Parking Standards and Garage Sizes 2014 (Interim Car Parking Policy)
- 6.6 Hertfordshire Local Transport Plan (2018-2031) 2018

7 Site Designation

- 7.1 The site lies within the specified settlement of Welham Green as designated in Policy SP3 of the Local Plan.

8 Representations Received

- 8.1 The application was advertised by means of a site notice and neighbour notification letters. In total, eleven representations have been received, comprising eight objections and three comments of support. All representations received are published in full on the Council's website and are summarised below:

Objections

- The noise/air pollution will affect residents of this road
- This is a small quiet road and the amount of traffic entering/exiting will cause serious disruption, vehicles may be damaged on the road
- Disruption due to construction works.
- Impact on the Green Belt
- No exceptional circumstances
- Contaminated land – moderate risk to health of future and close by residents and site workers
- Increase in traffic making the road busy and unsafe
- Object to the removal of the mature oak tree
- Loss of employment land
- Drains and sewers are likely to be overloaded
- Inadequate parking on site
- Refuse lorries will struggle to access the site
- The three storey dwellings would be out of character with the surrounding houses
- Disturbance to existing ecosystem, wildlife, birds, owls bats and their habitat
- Overdevelopment of an already overcrowded very small close
- Not aware of the boreholes mentioned in the Contamination report
- Contamination surveys do not appear credible
- Due to the wooded and overgrown areas of the site, there is a wide diversity of wildlife, with regular sightings of Robins, Cuckoos, Pigeons, Pheasant, blackbirds, magpies thrushes, sparrows, starlings, swifts, bats
- Unsuitable site for building further dwellings

- This site is identified for development in the Draft Local Plan for 16 houses along with two neighbouring sites. It would be inappropriate to grant this application before the Local Plan is finalised.

Support

- The site and buildings have fallen into disrepair somewhat and now do not meet modern energy efficiency standards without significant upgrade and investment, which it is not financially viable
- Currently the site is noisy and there are lots of vehicles going up and down the unmade dirt track access road, which runs directly alongside our house
- There is a caravan on site, parked right beside No 49 Welham Manor, where someone seems to have taken up permanent residence
- Have had problems in the past with rats coming from the site and the current owners do not keep the premises in good condition at all, they are completely run down.
- The proposal looks great, in terms of designs and would much prefer to live alongside the new housing development than the overgrown piles of scrapped cars and tyres that are currently on the site.
- Pleased to see that there is a lot of parking for the new houses being proposed within the site and we are also pleased to see that the row of trees alongside our house will be kept as screening.
- The window on the side of the property overlooks No 49 Welham Manor's patio, would like to ensure that obscure glass is a condition of planning application should it be granted.

9 Consultations Received

9.1 Major Objection received from Councillor Paul Zukowskyj and is summarised as follows:

- *This site was subject to a refused appeal after officers rejected the previous application. The neighbours are therefore sensitised to the issues this development site raises and are very concerned over the highways issues associated with the increased use of Welham Manor adopted highway as it does not currently meet standard.*

9.2 During the course of the application, officers were in correspondence with Councillor Zukowskyj and the following further concerns were raised:

- *This site was subject to a refused appeal after officers rejected the previous application. The neighbours are very concerned over the highways issues associated with the increased use of Welham Manor.*
- *There is no pedestrian or cycle access to the site. The current footways in Welham Manor do not meet current standards and therefore encourage driving for even short journeys.*
- *Due the Welham Manor not being to adoptable standards, it means the sustainability of the development must be questionable*

9.3 Herts & Middlesex Wildlife Trust – Objection summarised as follows:

- Although the applicant has submitted a biodiversity metric, the trading rules have not been satisfied.

9.4 The following have responded advising that they have no objections to the proposal in principle, subject to conditions or obligations being applied:

- Herts Ecology

- Environment Agency
- HCC Transport Programmes and Strategy
- WHBC Landscape and Ecology
- WHBC Public Health and Protection
- Affinity Water
- WHBC Client Services
- Place Services
- HCC Fire and Rescue Service
- HCC Lead Local Flood Authority
- Hertfordshire Constabulary

10 Town/Parish Council Representations

10.1 North Mymms Parish Council have raised an objection for the reasons set out below:

- Inappropriate development.
- The proposed buildings have a greater scale than the existing buildings therefore would have a greater visual impact on the Green Belt.
- The character and appearance conflicts with Policy D1 and D2 of the District Plan and Item 130 of the NPPF as it is not at all sympathetic to the local character and history, including the surrounding built environment and landscape setting.
- The design is for urban style and would be inappropriate for a rural location in a Green Belt village.
- There is not a lot of amenity space and the two car parking spaces per dwelling for four-bed houses at three storeys is insufficient.
- No Special Circumstances have been given for this development.

11 Analysis

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

- 1. Principle of development**
- 2. Quality of design and impact on the character of the area**
- 3. Residential amenity**
- 4. Highways and parking considerations**
- 5. Other considerations**
 - i) Ecology and biodiversity**
 - ii) Contaminated land**
 - iii) Sustainable design construction**
 - iv) Refuse and recycling**
 - v) Heritage**
 - vi) Accessible and adaptable dwellings**
 - vii) Removal of permitted development rights**

1. Principle of development

11.2 The National Planning Policy Framework (NPPF) encourages the provision of more housing within towns and other specified settlements and encourages the effective use of land by reusing land that has been previously developed. Local Plan Policy SP1 which requires development to take place on previously used or developed land is consistent with the NPPF. Furthermore, Policy SP3 direct new development towards existing towns and settlements.

11.3 The application site is previously developed land. The site lies within the specified settlement of Welham Green. The Local Plan identifies Welham Green as a large, excluded village. Policy SADM30 allocates sites to allow for a limited amount of development in Welham Green.

- 11.4 The application site is a housing allocation (HS44). The site forms part of a large housing allocation (HS44/45) known as Land at Welham Manor and west of Station Road. Policy SADM30 states that both sites should be brought forward together as a comprehensive development. Although this has not happened, this is often difficult to achieve when there are different landowners, however, the design of this site has given due consideration to the adjoining site allocation and allows for a cohesive and connected pair of developments. The primary access of the sites would be from Station Road, with secondary access (pedestrians/cyclists and emergency vehicles) from Welham Manor.
- 11.5 In terms of accessibility, the site is located just outside the village of Welham Green and within walking distance of a range of services and facilities to meet day-to-day needs. Welham Green is also served by bus and rail services which provide links to nearby towns as well as destinations further afield. The site is therefore considered to be accessible to services and facilities by transport modes other than the car.
- 11.6 The application site is located adjacent to an existing residential area and the existing infrastructure would have the capacity to absorb the development. The proposed development has the potential to support and provide demand (albeit limited) for nearby services and facilities.
- 11.7 In view of the above, the application is situated in a sustainable location and the principle of a housing development on this site has already been considered acceptable. Therefore, there is no objection to this site being developed for residential purposes. The proposal would be in accordance with local and national policies.

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

- 11.8 The Government attaches great importance to the design of the built environment. The NPPF notes at paragraph 131 that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 135 further advises that decisions should ensure developments will function well, be visually attractive, sympathetic to local character and establish a strong sense of place. Paragraph 139 is clear that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.
- 11.9 The National Design Guide 2019 (NDG) provides further details as to what is considered as constituting good design and states the 'fundamental principles for good design are that it is fit for purpose; durable; and brings delight.'
- 11.10 The above objectives are broadly consistent with Policies SP1 and SP9 of the Council's Local Plan. Policy SP9 states that proposals will be required to have been informed by an analysis of the site's character and context so that they relate well to their surroundings and local distinctiveness, including the wider townscape and landscape, and enhance the sense of place. SP9 goes on to states that development proposals will need to respect neighbouring buildings and the surrounding context in terms of height, mass and scale and also be of a high quality architectural design that creates coherent and attractive forms and elevations and uses high quality materials.
- 11.11 Paragraph 26.11 of the Local Plan states that the Council also has in place Supplementary Planning Guidance on parking standards (2004) and Supplementary Design Guidance (2005), both introduced in conjunction with the Welwyn Hatfield District Plan (2005). Both of these documents require review in due course in order to bring them up to date with current best practice on design and sustainable development but will continue to be used to inform decisions on planning applications until such review takes place.

11.12 In terms of the character of the area, paragraph 2.4 of the SDG outlines, amongst other things, that new development should:

- *Respond to building forms and patterns of existing buildings in the detailed layout and design to reinforce a sense of place;*
- *Use local materials and building methods/details to enhance local distinctiveness; and*
- *Ensure that the scale, height, massing, and space around the new development in relation to the adjoining buildings is considered*

11.13 The character of this part of Welham Green is heavily influenced by the residential developments of Welham Manor and Charkham Mews. These cul-de-sacs date from the 1990's and early 2000's and are built to a relatively high density. They comprise predominantly two storey terrace houses on relatively small plots of varying sizes. The dwellings are set back from the highway behind small front gardens and display a broadly consistent building line. Both cul-de-sacs feature parking courts, although Welham Manor features more private driveways and garages. A degree of soft landscaping lines the frontages of Welham Manor which, together with a number of mature trees, softens the visual impact of built form and car parking to a degree.

11.14 The proposal includes the demolition of the existing commercial units. These would be replaced with a pair of semi-detached dwellings and five detached dwellings. The proposed scheme would be laid out in a radial pattern, with spacing in between the dwellings which ensures that visual sky gaps are maintained through the buildings up to the trees beyond.

11.15 The application site is bordered on the north and west sides by two storey terraced and semi-detached houses, some of which have roof accommodation. There is an eclectic mix of architectural styles and materials in the wider surrounding area. Within the immediate vicinity the building landscape is of limited architectural merit.

11.16 The proposed dwellings would have a habitable third floor imperceptible from their front facades. When viewed from their fronts, the dwellings would appear as two storey dwellings with a modern pitched roof, in keeping with the local vernacular.

11.17 The front building line is maintained so that the proposed dwellings follow the building line of No. 42 and 49 Welham Manor and the wider streetscene. The proposed dwellings would be built to a medium density, and a significant proportion of the site would be free from built form which results in an overall density of just 18 dwellings/ha for the application site. The housing density is considered acceptable as it would not result in overdevelopment of the application site.

11.18 Although the architectural detailing is more contemporary in style, it is not considered that it would contrast unacceptably with the existing dwellings within the area. The proposed varying roof forms introduces a sense of identity to each dwelling which adds visual intrigue and increases the feeling of openness and permeability of the site.

11.19 In terms of external materials, the dwellings would feature light brown brick, render, timber and slate tiles. The use of light-coloured materials lightens the visual weight of the scheme. The mortar for the bricks will be specified to closely match the colour of the brick tones and will be flush pointed with a brush finish to enhance the crisp contemporary feel. The change of material at ground floor introduces horizontality and echoes patterns prevalent in the local architecture. The palette of materials proposed are appropriate in this location and can be secured by a condition requiring samples to be submitted to and approved by the Local Planning Authority.

- 11.20 Subject to the suggested condition, it is considered that the design, siting, height and spacing of the proposed development would respect the dwellings around the application site and the wider surrounding area.
- 11.21 Turning to landscaping, the NPPF sets out at paragraph 135 that planning decisions should be sympathetic to local character, including the landscape setting. Paragraph 136 acknowledges that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning decisions should ensure that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.
- 11.22 Policy SP9 of the Local Plan requires that the appropriate definition of spaces should be created or maintained through the siting, layout and design of routes, buildings, landscaping and boundary. These principles are broadly consistent with Policy SADM11 which states that the outlook and visual amenity afforded from within buildings and private/communal garden areas should be satisfactory, taking account of for instance, boundary treatments and landscaping.
- 11.23 Landscaping is important in order to protect and maintain, or ideally enhance, the existing character of the area and to reduce the visual and environmental impacts of the development. It is important that an appropriate balance between hard and soft landscaping is maintained, and the Council will aim to ensure that a proportion of the site frontage is retained as landscaped 'greenery' to reduce the visual prominence of hard surfacing and parked vehicles.
- 11.24 The application is supported by the following landscaping reports:
- Landscape Strategy by CLPD 127 R02a dated July 2023 (revised)
 - Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) report by Patrick Stileman LTD. Dated 11 April 2023 (Project Reference DS03092201)
- 11.25 The Council's Landscapes team has been consulted on the proposal and present no objection subject to conditions. It is acknowledged that a number of trees would be removed to facilitate the proposed development, and some trees would be removed for arboricultural reasons. Whilst the loss of trees on this site would have an impact on the landscape a robust landscape strategy demonstrating significant tree planting to mitigate the loss of trees on site has been submitted.
- 11.26 The Landscape Strategy demonstrates that the site will have distinctive areas of landscaping defined by different soft and hard landscaping features. The scheme has been designed to enhance the visual character of the site by introducing the following:
- focal tree to define the arrival to the site from Welham Manor;
 - the frontage of the dwelling will include hard surfacing parking spaces and planting which will provide a soft and visually complementary frontage
 - large rear communal woodland glade garden with seating and food growing opportunities;
 - softening the frontage to Welham Manor with new native trees and species rich native hedgerow;
 - enhancement to other wooded boundaries with new tree and understorey planting;
 - drainage attenuation pond;
 - informal play areas and seating within the central and rear area; and
 - green roofs on cycle and bin stores
- 11.27 The proposed landscaping scheme is considered acceptable and can be secured through a planning condition.

- 11.28 The arboricultural information supplied is in accordance with BS:5837: 2012. The assessment and categorisation of the trees is considered a fair appraisal. The Arboricultural Impact Assessment is clear what the impacts on the current trees will be and also sets out clearly the protection of the retained trees. A condition has been attached recommending that the submitted Arboricultural Method Statement should be adhered to fully.
- 11.29 In summary, the design and landscaping of the proposed scheme would be of a high quality and would respect and relate to the general character of the surrounding area. The proposed development would therefore comply with local and national policies.

2. Residential amenity

- 11.30 The NPPF is clear that planning should be a means of finding ways to enhance and improve the places in which people live their lives. This means that authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 11.31 Policy SADM11 provides the local policy framework for assessing the impact of development on the residential amenity and living conditions of neighbouring properties and aims to ensure adequate amenity for future occupiers of the proposed development.

Impact on privacy

Unit 2

- 11.32 First-floor bedroom 4, second floor bedroom 1 and second floor study windows could have an impact on Unit 3 in terms of loss of privacy. However, these windows are marked on the plans as obscure glazed. In the event of planning permission being granted, it is considered necessary to attach a condition to ensure that these flank windows would be obscure glazed and fixed shut below 1.7 metres. The bedroom windows are secondary windows, and the study would benefit from a rooflight, therefore, this would not limit the levels of light to these rooms.

Unit 3 and 4

- 11.33 Due to the separation distance between Unit 3 and 4 and the relationship between them in terms of orientation and siting, it is considered that the degree of overlooking would be consistent with a neighbouring relationship generally expected between residential properties. Therefore, there would be no harm to neighbour amenity between these units.

Unit 4

- 11.34 There would be one side elevation first floor window facing Unit 5 which would serve a bathroom. This window is marked as obscure glazed. However, in order to maintain privacy of the neighbouring occupiers, it is considered necessary to attach a condition to ensure that this flank window would be obscure glazed and fixed shut below 1.7 metres.

Unit 5

- 11.35 There would be one side elevation first floor window facing Unit 4 which would serve a bathroom. This window is marked as obscure glazed. However, in order to maintain privacy of the neighbouring occupiers, it is considered necessary to attach a condition to ensure that this flank window would be obscure glazed and fixed shut below 1.7 metres.

- 11.36 In order to limit loss of privacy to Unit 6, the secondary first floor windows serving bedroom 1 and second-floor landing window, should be obscure glazed and fixed shut below 1.7 metres. This can be secured by way of condition.

Unit 6

- 11.37 There would be one side elevation first floor window facing Unit 7 which would serve a bathroom. This window is marked as obscure glazed. However, in order to maintain privacy of the neighbouring occupiers, it is considered necessary to attach a condition to ensure that this flank window would be obscure glazed and fixed shut below 1.7 metres.

Unit 7

- 11.38 Due to the separation distance between Unit 6 and 7 and the relationship between them in terms of orientation and siting, it is considered that the degree of overlooking would be consistent with a neighbouring relationship generally expected between residential properties. Therefore, there be no harm to neighbour amenity between these units.

Terraces

- 11.39 Units 4, 5, 6 and 7 feature rear terraces at either first or second floor. Additionally, Unit 6 would have a terrace at the front of the property. Whilst there is no objection to the terraces, these are likely to impact on the privacy of future adjoining occupiers. In order to limit loss of privacy on future neighbouring occupiers, it is considered reasonable and necessary to require the flank railings to be 1.7m high and finished in obscure screening.

Internal floorspace requirement

- 11.40 Policy SADM11 requires all proposals for C3 dwellings to meet the Nationally Described Space Standard (NDSS), unless it can be robustly demonstrated that this would not be feasible or viable. The Standards outline the minimum requirements for floor space and storage for new dwellings. The Gross Internal Area and the bedroom sizes of the proposed dwellings meets the minimum standards requirements set out in the NDSS. The proposal is therefore acceptable in this regard.

Outdoor amenity space

- 11.41 In terms of private amenity space, Policy SADM11 and the Supplementary Design Guidance requires all residential development to incorporate private amenity space for the use of residents. The Council does not apply rigid standard sizes but space should be functional and usable in terms of its orientation, width, depth and shape. The Council will look at the size of the unit proposed in relation to the size of the garden.
- 11.42 The proposed dwellings would benefit from private gardens which would be functional and useable in size. Additionally, a large communal green space is proposed to the south of the site. It is considered necessary and appropriate to attach a condition to ensure that this area is maintained as amenity space.

Noise

- 11.43 Policy SADM18 states that proposals that would result in or be subject to noise pollution and/or vibration should either be refused or should mitigate the harm to people or the environment. The Council's Public Health and Protection Officer has been consulted on the proposal and has not raised any concerns regarding noise at this site.
- 11.44 During the construction phase, it is generally accepted that most forms of development will result in some noise. However, this is usually for a relatively short period of time which does not cause an unacceptable or long-term impact on the living conditions of neighbouring occupiers. In this case, the Public Health and Protection Officer has advised that noise from construction works commencing on site between 08:00 – 18:00 Monday to Friday and between 08:00 – 13:00 on

Saturdays are unlikely to be considered a statutory nuisance covered by the Environmental Protection Act 1990.

Living conditions of neighbouring residents

- 11.45 Unit 1 is likely to impact on the privacy of the adjoining No 49 Welham Manor. This existing property does not have side elevation windows, however, the first-floor bedroom 2 flank window at Unit 1 would overlook the neighbouring property's garden. In order to maintain the privacy of neighbouring occupiers, a condition is attached to ensure that this flank window would be obscure glazed and fixed shut below 1.7 metres.
- 11.46 Subject to the suggested condition above, it is considered that the living conditions of the existing and future occupiers would be maintained to an acceptable level in accordance with local and national policies.

3. Highways and parking considerations

- 11.47 Paragraph 108 of the NPPF requires that "*transport issues should be considered from the earliest stages of development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.*" It then goes on to state that "*patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*"
- 11.48 In addition, Paragraph 114 requires specific applications for development to ensure proposals achieve safe and suitable access to the site for all users. Furthermore, Paragraph 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 11.49 The objectives above are broadly consistent with Policy SADM2 which states that development proposal will be permitted provided:
- i. There would be no severe residual cumulative impacts on the local and/or strategic transport network once any cost-effective and achievable mitigation measures have been taken into account;*
 - ii. There would be no negative impacts on highway safety; and*
 - iii. They are designed to allow safe and suitable means of access to and from the site for all users.*

Highway safety

- 11.50 The total number of dwellings currently served off Welham Manor is 49 and this proposal will increase this to 56. The proposal seeks to retain the existing vehicular access off Welham Manor, which is in line with the neighbouring properties and is safe, with no known problems.
- 11.51 The Highway Authority (HA) were consulted, and they initially raised an objection and requested a clear drawing demonstrating how the new access interacts with the parking area of No. 42 and a swept path analysis is required for a delivery vehicle.
- 11.52 In response to the HA's concerns the applicant submitted a Service and Access plan, Drawing No. SK05. The HA reviewed Drawing No. SK05 and found it satisfactory.
- 11.53 The supporting text to Policy SP4 at paragraph 7.7 states that development which is likely to generate significant movement and travel demand must be assessed comprehensively in terms

of its impact on the transport network, in line with SADM2. According to Policy SADM2, development proposals which generate a significant amount of traffic movements must be accompanied by either a Transport Assessment or Transport Statement as appropriate in accordance with the criteria in the Hertfordshire County Council Highway Design Guidance (19).

- 11.54 Given the number of the proposed dwellings (only 7) it is considered that the proposal would not generate significant movement and travel demand. Despite that, the application is supported by a Transport Assessment which includes a service and access plan, a visibility splay from No. 42 Welham Manor. The proposed 7 units will be served off a shared surface circular route which has been designed around the tracking dimensions of vehicles necessary to serve the site. The HA consider the Transport Assessment to be satisfactory. Details of the engineering designs and construction of the vehicle access and associated highway works can be secured by a pre-commencement condition.
- 11.55 Access to the proposed development would be located to the south west, becoming an extension of the existing road in Welham Manor, integrating the development into the local area. Given the size of the development, it is considered that the existing residential road of Welham Manor would provide a suitable method of accessing the site, which has a circa 5m carriageway and circa 1.8m footway. The HA have advised that whilst Welham Manor is not to adoptable standards it is nevertheless adopted and has a footway connected with Dixons Hill Road and along its full length but cuts short of the proposed development. One of the criteria the HA uses for road adoption is that it needs to provide a wider public utility. Due to the size of the proposed development, it is considered that it would not provide a wider public utility.
- 11.56 The surrounding area is a very slow speed environment, which means that pedestrians would be comfortable walking in the carriageway itself and utilising it as a shared surface. It is therefore considered that the proposal would not result in unacceptable impact on highway safety for all road users.
- 11.57 It is important to note that the Planning Inspector via appeal decision APP/C1950/W/21/3274793, in relation to the previous application at this site, concluded that the proposal would have an acceptable effect on highway safety. Therefore, subject to conditions recommended by the HA, it is not considered that the proposal would cause to highway safety to warrant a reason for refusal.

Pedestrian and cycle route

- 11.58 Connected street patterns are an important feature of good urban design and where they reduce the segregation and isolation of sites, they contribute to community safety and also encourage walking and cycling. A successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. However, neighbourhood connectivity may sometimes conflict with safety principles, by providing escape routes or areas that are not overlooked, such as alleyways. A balance needs to be struck between the need to achieve clear and direct routes through a new development and community safety.
- 11.59 A more permeable scheme offers pedestrians and cyclists a choice of routes, thereby generating a higher level of pedestrian and cycling activity. This in turn enhances the security of those using the routes. The higher the number of pedestrians on the street, the greater the chance of casual social encounters and the lower the chance of crime going unobserved. Higher numbers of pedestrians can also help to reduce the risk of social isolation.
- 11.60 NPPF Paragraph 96 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) *promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- b) *are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*
- c) *enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

11.61 As discussed earlier, the application site is now part of a larger housing allocation. The primary access for the larger site would be from Station Road. The application site is accessed from the existing Welham Manor, which is a residential cul-de-sac. Ideally both sites should be brought forward together as a comprehensive development with secondary access (pedestrians/cyclists) from Welham Manor. Although the larger application site has not come forward yet, provision must be made for pedestrians and cyclists to move freely between both parts of a development and the wider surrounding area. There is a clear identified benefit for pedestrian and cycle links, in the interests of permeability.

11.62 Proposed Site Plan Drawing No. 1098_PL_102 shows a pedestrian/cycle connection which runs up to the southwestern corner of the site. This would facilitate the site to be well-connected with the wider development site when it eventually comes forward. Furthermore, this will encourage walking and cycling between the two sites and the wider surrounding area. Additionally, future residents will benefit from convenient access to local facilities.

11.63 Having regard to the above, it is considered that the proposal would provide safe and acceptable pedestrian and cycle access. The proposed development would therefore comply with local national policies.

Cycle storage

11.64 The proposal includes two cycle parking spaces per dwelling. Cycle parking would be accommodated within secure storage, near to garden entrances for ease of access. Drawing No 1098_PL_202 shows the floor and elevation plans of the cycle stores. These would feature vertical timber slats and green roofs. The proposed cycle storage is acceptable and can be secured through a planning condition.

Car parking

11.65 Policy SADM12 of the Local Plan in regard to parking is informed by the standards that are set out within the Council's parking standards. The Parking Standards SPG use maximum standards that are not consistent with the NPPF and are therefore afforded less weight. In light of this, the Council have produced an Interim Policy for Car Parking Standards that states that parking provision will be assessed on a case-by-case basis and the existing maximum parking standards within the SPG should be taken as guidance only. This means that higher or lower car parking standards than those set out in the SPG can be proposed and determined on a case-by-case basis taking into account the relevant circumstances of the proposal, its size, context, and its wider surroundings.

11.66 All the proposed dwellings would feature four bedrooms. The Council's car parking guidance for a dwelling with 4 or more bedrooms in this location is 3 on-site car parking spaces per dwelling. The proposal includes 2 car parking spaces per dwelling and 2 visitor parking spaces, with a resultant ratio of 2.28 spaces per unit. Car parking spaces are provided in front of each unit, allowing for ease of access and natural surveillance. The visitor car parking spaces are located closer to the site entrance and concealed within the landscape. The level of car parking provision is suitable considering the accessibility of the site to local shops, Welham Green train station, several bus routes and cycling routes. Due to the location of the site, it is likely that the future occupiers would not be dependent on private vehicles to access day-to-day services and facilities.

Electric vehicle charging

11.67 The proposal includes one EV Charging Point per dwelling. No details have been provided with regarding EV Charging Points, it is considered reasonable and appropriate to require these details to be submitted to and approved in writing by the Local Planning Authority.

11.68 In summary, it is considered that a net increase of 7 dwellings in this location would not represent risk to highway safety for all road users, the proposal would comply with local and national policies. Local Plan Policies SP4 transport and travel; SADM2 highway network and safety; SADM3 sustainable travel for all and SADM12 parking servicing and refuse; and the NPPF

4. Other considerations

i) Ecology and biodiversity

11.69 NPPF Paragraph 186 requires local planning authorities when determining planning applications to apply certain principles; in particular, principle (d) states that:

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

11.70 Policy SADM16 advises that proposals will be expected to maintain, protect, conserve and enhance biodiversity, the structure and function of ecological networks and the ecological status of water bodies. All developments (as set out in Environment Act 2021) that are not otherwise exempt will be required to deliver a measurable biodiversity net gain of at least 10%.

11.71 The application is supported by the following documents:

- Preliminary Ecological Appraisal (PEA) by 'eight versa' (24 April 2023)
- Biodiversity Net Gain report by 'eight versa' (20 April 2023)
- Biodiversity metric 4.0 51 Welham Manor, Welham Green AL9 7EL
- Letter by eight versa to Hgh Consulting (19 June 2023)
- Ecological Impact Assessment (EclA) by Tyler Grange (16 November 2023)

11.72 Hertfordshire Ecology were consulted and advised that further information was required before determination. Subsequently, a satisfactory Ecological Impact Assessment (EclA) was submitted, which outlined the requested additional measures.

Bats

11.73 Building 1, which was classified to have low potential for bats, was reassessed, and it was concluded that no further surveys are required for this building. There are various trees on site that have potential for bats, however these trees are to be retained, therefore they do not represent a fundamental constraint to the development.

All protected species

11.74 The site as a whole consisting of bare ground and buildings is not of ecological importance, however there will be some loss to the areas of scrub and the semi-mature trees on site which both provide habitat for a wide range of species.

Invasive species

11.75 An invasive species, giant hogweed, which is listed under Schedule 9 of the Wildlife and Countryside Act (1981) is present on site. A specialist contractor would be required to remove the giant hogweed identified on the site and within the surrounding habitats to avoid the spread of the species further. Measures outlined in section 3.13 of the Ecological Impact Assessment report relating to the lawful removal of this species should be adhered to.

11.76 Taking the above into account, it is considered reasonable and necessary to require a Construction Ecological Management Plan (CEMP) to be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of giant hogweed control and measures to reduce the spread and precautionary measures for all protected species which are included in the submitted Ecological Impact Assessment report.

Biodiversity net gain

11.77 Although biodiversity net gain is not expected to become mandatory until April 2024, this application is accompanied by a biodiversity metric. This predicts a net gain of 18.50% in habitats and a 1,338.93% gain in hedgerows. The calculations appear justified and in line with BNG good practice principles. Herts Ecology are satisfied that the predicted gain can be achieved. However, given the absence of a plan showing how and where the gain will be delivered, it is considered reasonable to require a Biodiversity Net Gain Management Plan (BNGMP) to be submitted to and approved in writing by the Local Planning Authority.

ii) Contaminated Land

11.78 Paragraph 189 of the NPPF states that planning decisions should ensure that:

a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);

b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and

c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

11.79 Local Plan Policy SADM18 is consistent with the NPPF and states that planning applications for proposals on land formerly used for industrial, commercial or utilities purposes, or land which is considered to be contaminated or potentially contaminated, must be accompanied by a

preliminary Contaminated Land Risk Assessment. Proposals which, by their nature, risk contributing to soil and water pollution will be required to demonstrate how this risk will be avoided or mitigated to an acceptable level.

11.80 The previous use (motor repair yard) of the proposed development site presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within Source Protection Zone 1 and is located upon a secondary aquifer, which is underlain by a principal aquifer and is with a drinking water protected area and drinking water safeguard zones.

11.81 The application is supported by the following reports:

- SuDs Drainage Strategy Report, Welham Manor, Welham Green, AL9 7EL; prepared by EAS, (Ref: 4450/2023, Rev E) Dated: 24/07/2023
- Phase 1 Geoenvironment Assessment Report, Unit 1-3 51 Welham Manor, Welham Green, Hatfield; prepared by Symbiotic Solutions (Ref: 1568 R01: Issue 1.0), dated: April 2023
- Response to the Environment Agency comments to the proposed drainage strategy for the development at 51 Welham Manor Welham Green Hatfield AL9 7EL; prepared by EAS, dated: 24/07/2023.

11.82 The Environment Agency were consulted, and they initially raised an objection as the applicant had failed to provide adequate information to demonstrate that the risks posed by the proposed development to groundwater could be satisfactorily managed.

11.83 In response, the applicant proposed to discharge to a surface water sewer instead of discharging surface water from site via a borehole. A revised Flood Risk Assessment was submitted highlighting that neither foul nor surface water would be discharged to ground. Following a review of the updated surface water drainage, the Environment Agency removed their objection and recommended contamination conditions to ensure that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

iii) Sustainable design construction

11.84 The NPPF is clear that sustainable development is integral in determining planning applications. Policy SP10 of the Local Plan requires proposals to adopt sustainable design and construction principles through the design of buildings, materials and waste, water sensitive design, energy and climate change and landscape and biodiversity.

11.85 In terms of energy and climate change, this includes the layout and design of the site and building to reflect the energy hierarchy to maximise opportunities to reduce carbon emissions; the use of renewable and low carbon energy infrastructure is used; and proposals are responsive to how the climate will change over their lifetime and minimise their contribution to the urban heat island effect.

11.86 Further to this, Policy SADM13 of the Local Plan requires all newly constructed dwellings will be required to achieve an estimated water consumption of no more than 110 litres/person/day, with water reuse and recycling and rainwater harvesting incorporated wherever feasible to reduce demand on mains water supply. It is also recommended that new dwellings deliver some of their energy requirements from decentralised and renewable or low-carbon sources.

11.87 The application is accompanied by an Energy & Sustainability Statement by eight versa dated 20 April 2023. The scheme will adopt the following sustainable features:

- Air Source Heat Pumps
- Fabric first buildings
- Responsibly-sourced materials
- High quality cycle storage
- Electric vehicle charging points
- High levels of airtightness
- High performing U values for external envelope
- Low water-consuming fittings in order to achieve 110 litres/person/day
- Low energy lighting
- Smart thermostats
- Maximising new on-site trees to enable carbon capture

11.88 The measures set out above are acceptable. As such, it is considered that the proposed development presents an opportunity to deliver sustainable and energy efficient homes, this can be secured through suitably worded conditions.

iv) Refuse & recycling

11.89 The proliferation of bins can create a considerable amount clutter which in turn would have a harmful impact upon the visual amenity of the streetscene in conflict with Policies SP1 and SP9.

11.90 The National Design Guide (H3) points out that well-designed places include a clear attention to detail in terms of bin storage. They should be accessible and well-integrated into the design of streets, spaces and buildings, to minimise visual impact, unsightliness and avoid clutter. Where refuse bins are required to be on a street frontage or in a location that is visible from a street, they are sited within well-designed refuse stores that are easy for occupants to use.

11.91 Policy SADM12 states that appropriate provision of service areas and refuse storage and collection areas should be made according to the nature of the development. Such areas and access to them should be appropriately sited and designed to ensure they can:

- a) Perform their role effectively without prejudicing or being prejudiced by other functions and users;
- b) Maintain an attractive and coherent street scene and protect visual amenity; and
- c) Avoid creating risk to human health or an environmental nuisance.

11.92 The Council's Client's Services Team raised no objection to the proposed development. A communal refuse store would be located to the left of the entrance, away from the units. Refuse vehicles would not be required to enter the site. Therefore, the proposed bin storage would be easily accessible by all residents and refuse collectors. The proposal seeks to provide:

- 2x 1100L general waste bins
- 1 x 1100L recycling waste bin
- 1 x 240L food waste

11.93 Drawing No 1098_PL_201 shows the floor and elevation plans of the bin storage. It would feature slatted timber and green roof; this is acceptable and can be secured through a planning condition.

v) Heritage

11.94 The site is to the south of the Grade II listed Hope and Anchor public house (list entry no. 1348176). Also, the application site is within the Hatfield Heritage Assessment Area which is intended to ensure development (particularly tall buildings and structures) does not detrimentally impact on the wider setting of the Grade I listed Hatfield House and the Registered Park and Garden.

11.95 Due to the proposed building heights and the separation distance from the listed building, the proposed scheme is not considered to impact on the setting or significance of the Grade II listed Hope and Anchor public house, the Grade I listed Hatfield House and the Registered Park and Garden.

vi) Accessible and adaptable dwellings

11.96 Policy SP7 requires at least 20% of all new dwellings on sites involving 5 or more new dwellings to meet the required Building Regulations Part M4(2) standards for 'accessible and adaptable dwellings'.

11.97 According to the submitted Design and Access Statement states that all dwellings will be Part M4(2) compliant. This is acceptable and can be secured through a planning condition.

vii) Removal of permitted development rights

11.98 The new dwellings would benefit from permitted development rights. It is therefore appropriate to assess what impact further extensions or outbuildings could have on the residential amenity of neighbouring occupiers. NPPF paragraph 54 states "*planning conditions should not be used to restrict national permitted development rights unless there is clear justification to do so.*" The Planning Practice Guidance (PPG) advises that "*Area-wide or blanket removal of freedoms to carry out small scale domestic and non-domestic alterations that would otherwise not require an application for planning permission are unlikely to meet the tests of reasonableness and necessity*". Given the relatively small plot sizes and the close proximity to neighbouring dwellings at Units 1, 2 and 3, further extensions built within permitted development would likely impact upon the residential amenity of neighbouring occupiers, with particular regard to loss of light, privacy and overbearing impact. Therefore, to protect the amenity of future occupiers it would be reasonable to impose a planning condition withdrawing permitted development rights at Units 1, 2 and 3, enabling the Local Planning Authority to retain control over the enlargement or alteration of the proposed new (Class A) and their enlargement of consisting of an addition or alteration to its roof (Class B).

12 Conclusion

12.1 The proposal overcomes previous reasons for refusal of application 6/2021/0163/FULL. Importantly, the site is now a housing allocation (HS44) according to the recently adopted Local Plan. The proposal would facilitate the reuse of previously developed land within an existing settlement, which is located in a sustainable location. The proposal would deliver dwellings of high-quality design and improvements to the visual appearance of the site. Furthermore, the proposed scheme incorporates key sustainability and energy commitments. Last but not least, the proposal would see the delivery of family housing units and would create a better place in which to live and work.

12.2 Subject to conditions, the proposed scheme would comply with local and national policies. Accordingly, and for the reasons given, the proposal is recommended for approval.

13 Recommendation

13.1 It is recommended that planning permission be approved subject to the following conditions:

Conditions:

1. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan must set out:
 - a) the phasing of construction and proposed construction programme;
 - b) the methods for accessing the site, including wider construction vehicle routing;
 - c) the numbers of daily construction vehicles including details of their sizes, at each phase of the development;
 - d) the hours of operation and construction vehicle movements;
 - e) details of any highway works necessary to enable construction to take place;
 - f) details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway;
 - g) details of any hoardings and how visibility splays will be maintained;
 - h) management of traffic to reduce congestion;
 - i) control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels;
 - j) the provision for addressing any abnormal wear and tear to the highway;
 - k) waste management proposals;
 - l) provision of sufficient on-site parking prior to commencement of construction activities;
 - m) post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - n) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding and remaining road width for vehicle movements.

REASON: To protect highway safety and the amenity of other users of the public highway and rights of way; and to protect the living conditions of neighbouring properties in accordance with Hertfordshire's Local Transport Plan (adopted 2018); the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

2. No development shall commence until a Construction Ecological Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall:
 - a) Describe how works may proceed taking account of the potential harm to habitats and protected species.
 - b) Include details of giant hogweed control and measures to reduce the spread.
 - c) Incorporate the precautionary measures which are provided in the submitted Ecological Impact Assessment report for the following protected and notable species:
 - Amphibians: precautionary measures should be adopted during the required clearance of suitable vegetation, namely the scrub habitat.
 - Badgers: precautionary methods should be implemented during construction works to avoid disturbance to foraging badgers.
 - Bats: as a precaution the potential roost features within building B1 should be demolished by hand under a precautionary working method statement (PWMS), including the re-inspection of the identified features immediately prior to demolition.
 - Birds: if any clearance works to nesting habitats are required during the nesting season, then pre-removal checks for nesting birds must be carried out by a suitably

experienced Ecological Clerk of Works (ECoW) no more than 48 hours prior to the works commencing.

- Hedgehogs: any scrub clearance should follow the precautionary methods to ensure that hedgehogs are safeguarded during vegetation clearance and construction.
- Reptiles: to prevent any reptiles from being killed or injured, precautionary measures should be adopted during the required clearance of vegetation.

Thereafter, the development shall proceed in accordance with the approved CEMP, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that measures are in place to reduce ecological impacts during construction in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

3. No development shall commence (excluding demolition works) until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:
 - a) A preliminary risk assessment which has identified: all previous uses potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; potentially unacceptable risks arising from contamination at the site;
 - b) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
 - c) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASONS: To ensure that risks from land contamination to the future users of the land, neighbouring land and workers are minimised, together with those to controlled waters and ecological systems in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

4. No development shall commence (excluding demolition works) until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures; to prevent further deterioration of groundwater quality of a drinking water protected areas within the Radlett Tertiaries groundwater body and the Mid

Chilterns Chalk ground water body in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

5. Prior to occupation of any part of the development hereby approved, the shared amenity space must be provided. Thereafter, the shared amenity space must be retained permanently for the occupiers of the development hereby approved and must not be used for any other purpose.

REASON: To ensure all future occupiers of the development benefit from satisfactory private amenity space in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

6. Prior to the occupation of the development hereby permitted, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASONS: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and others off site in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

7. Prior to the first occupation of the development, the site access must be installed in accordance with the approved detailed technical plans and be retained permanently thereafter.

REASON: To ensure the provision of a vehicle access which is safe, suitable, and sustainable for all highway users in accordance with Hertfordshire's Local Transport Plan (adopted 2018); the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

8. Prior to the occupation of the development hereby permitted, the details of the siting, type and specification of Electric Vehicle Charging Points (EVCPs) shall be submitted to and approved in writing by the Local Planning Authority. All EVCPs shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained.

REASON: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Hertfordshire's Local Transport Plan (adopted 2018); the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

9. Prior to the occupation of the development hereby permitted, a Biodiversity Net Gain Management Plan (BNGMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved Plan. The BNGMP should include:

- a) details of the bodies responsible and their roles, functions and legal standing;
- b) clear, measurable, ecological objectives;
- c) detailed description of the management and monitoring regimes proposed;
- d) remedial measures should progress fail to meet the targets; and
- e) details of how the above will be secured for a minimum of thirty years.

The above (c – e) must be supported by contemporary, detailed surveys and shown on maps.

REASON: To ensure the improvement of the site's biodiversity value accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

10. Prior to the occupation of the development hereby permitted, full details of Air Source Heat Pumps (ASHPs) (or a suitable alternative measure to maximise energy conservation and/or opportunities for renewable energy and low carbon energy supply) have been submitted and approved in writing by the Local Planning Authority. Subsequently the ASHPs (or a suitable alternative to be agreed in writing) must be fully installed in accordance with the approved details, made fully operational prior to the occupation of the development and maintained as such for their operational lifetime. The details to be submitted shall include, on a suitably scaled plan and written statement, the design of the ASHPs (or full details of a suitable alternatives).

REASON: To maximise energy conservation and/or opportunities for renewable energy and low carbon energy supply in the interest of tackling climate change and creating sustainable development whilst also ensuring a satisfactory standard of development in the interests of visual amenity and maintaining the character of the area in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

11. No development above damp proof course shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby granted have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented using the approved materials and subsequently, the approved materials shall not be changed unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

12. Prior to the construction of the approved site access, detailed technical plans showing the engineering designs and construction of the vehicle access to Welham Manor and associated highway works (as shown in the Transport Statement) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

REASON: To ensure the provision of a vehicle access which is safe, suitable, and sustainable for all highway users in accordance with Hertfordshire's Local Transport Plan (adopted 2018); the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

13. Prior to the occupation of the last dwelling in the development hereby permitted, the pedestrian/cycle route as shown on approved plans (Proposed Block Plan No. 1098_PL_101 & Proposed Site Plan No. 1098_PL_102) shall be installed up to the site boundary.

REASON: To ensure the provision of a pedestrian and cycle access which is safe and suitable, and encouraging alternative modes of transport in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

14. All the upper floor window located in a wall forming a side elevation marked as obscure glazed on Plan No 1098_PL_152 (Unit 2); Plan No 1098_PL_155 (Unit 4); Plan No 1098_PL_156 (Unit 5) and Plan No 1098_PL_157 (Unit 6) hereby approved must be obscure-glazed to a level equivalent to Pilkington Level 3 or above and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and shall be retained in that form thereafter. Obscure glazing does not include applied film or one-way glass.

REASON: To protect the residential amenity and living conditions of adjoining occupiers in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

15. The development must not be carried out other than in accordance with the details of secure cycle storage specified on the approved drawing No. 1098_PL_202 Rev. 1. Details of any alternative secure cycle storage to be provided shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development hereby approved. The development shall be implemented using the approved secure cycle storage and subsequently, the approved secure cycle storage shall not be changed.

REASON: To ensure that there is adequate provision for secure cycle accommodation within the application site, encouraging alternative modes of transport in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

16. The development must not be carried out other than in accordance with the submitted Arboricultural Method Statement and Tree Protection Plan. The scheme for the protection of the trees within the vicinity of the site, in accordance with BS 5837:2012.

REASON: To ensure that any works undertaken comply with arboricultural best practice 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 the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

17. Prior to the installation of boreholes, a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes must be submitted to and approved in writing by the Local Planning Authority. The scheme must provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. Thereafter, the scheme as approved must be implemented prior to the occupation of any part of the development.

REASON: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

18. Piling, deep foundations and other intrusive groundworks (investigation boreholes, tunnel shafts, ground source heating and cooling systems etc.) using penetrative methods must not be carried out other than with the written consent of the Local Planning Authority. Thereafter, the development must not be carried out other than in accordance with the approved details.

REASON: To ensure that the any of the required works listed above, do not harm groundwater resources; and that investigation boreholes are installed appropriately and do not cause preferential pathways for contamination to migrate in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

19. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

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

20. No infiltration of surface water drainage into the ground at this location is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, In accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

21. Prior to landscaping works, full details on a suitably scaled plan of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development must not be carried out other than in accordance with the approved details. The landscaping details to be submitted shall include:

- a) details plant/tree species
- b) plant sizes
- c) planting densities
- d) planting methods
- e) aftercare
- f) details of green roofs (product type, installation, and aftercare)
- g) details of any hard landscaping

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 the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

22. The development must not be carried out other than in accordance with the approved landscaping details and all landscaping must be carried out in the first planting and seeding seasons following the occupation of any part of the development, or the completion of the development, or in agreed phases, whichever is the sooner. Any plants which within a period of five years from planting die, are removed, or become seriously damaged or diseased must be replaced in the next planting season with others of similar size and species. All landscape works must be carried out in accordance with the guidance contained in British Standards 8545: 2014.

REASON: To ensure implementation of the approved landscaping details in the interest of maintaining the character and amenity of the area, to provide ecological, environmental and biodiversity benefits, and to mitigate the impacts of climate change in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

23. The development must not be carried out other than in accordance with sustainable features identified in the submitted Energy & Sustainability Statement by eight versa dated 20 April 2023.

REASON: To ensure that the development contributes towards Sustainable Development and Energy efficiency in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

24. The development must not be carried out other than in accordance with the details of refuse and recycling storage specified on the approved drawing No. 1098_PL_201 Rev. 1. Details of any alternative refuse and recycling storage to be provided shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development hereby approved. The development shall be implemented using the approved refuse and recycling storage and subsequently, the approved refuse and recycling storage shall not be changed.

REASON: To ensure a satisfactory standard of refuse and recycling provision and to protect the residential amenity of adjoining and future occupiers in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

25. No demolition or construction works including the use of any plant or machinery, cleaning and maintenance, deliveries to the site and movement of vehicles within the curtilage of the site, shall take place other than between 0800 hours and 1800 hours Mondays to Fridays and 08:00 hours and 1300 hours on Saturdays nor at any time on Sundays or Bank Holidays.

REASON: To protect the residential amenity of adjoining occupiers in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

26. All units must comply with Part M4(2) 'accessible and adaptable dwellings' of the Buildings Regulations unless otherwise agreed in writing with the local planning authority.

REASON: To ensure that suitable housing is provided for households in need of accessible or wheelchair housing in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

27. 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 Class A (Enlargement) and Class B (Addition Alteration to Roof) of Part 1 of Schedule 2 shall take place at Units 1, 2 and 3.

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by that Order in the interests of high-quality design and maintaining the amenity of adjoining occupiers in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

28. Prior to the first occupation of any dwelling, the vehicle parking provision for that dwelling shall be provided. The provision shall be retained and maintained thereafter in perpetuity.

REASON: To ensure that the development does not result in a significant adverse impact on the adjoining streets, and to protect highway safety, in accordance with Hertfordshire's Local Transport Plan (adopted 2018); the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

DRAWING NUMBERS

2. 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
1098 PL 001		Location Plan	26 April 2023

1098 PL 002	Existing Block Plan	26 April 2023
1098 PL 003	Existing Site Plan	26 April 2023
1098 PL 004	Existing Ground Floor Plan	26 April 2023
1098 PL 005	Existing Ground Floor Plan	26 April 2023
1098 PL 006	Existing Site Sections Aa and Bb	26 April 2023
1098 PL 007	Existing Site Sections Cc and Dd	26 April 2023
1098 PL 008	Existing Site Section Ee	26 April 2023
1098 PL 009	Demolition Site Plan	26 April 2023
1098 PL 108	Proposed Site Sections Aa and Bb	26 April 2023
1098 PL 109	Proposed Site Sections Cc and Dd	26 April 2023
1098 PL 110	Proposed Site Section Ee	26 April 2023
1098 PL 151	Plans Unit 1	26 April 2023
1098 PL 152	Plans Unit 2	26 April 2023
1098 PL 154	Plans Unit 3	26 April 2023
1098 PL 155	Plans Unit 4	26 April 2023
1098 PL 156	Plans Unit 5	26 April 2023
1098 PL 157	Plans Unit 6	26 April 2023
1098 PL 158	Plans Unit 7	26 April 2023
1098 PL 201	Refuse Store	26 April 2023
1098 PL 202	Typical Bike Store	26 April 2023
SK05	Service and Access plan	13 June 2023
1098 PL 101	Proposed Block Plan	23 August 2023
1098 PL 102	Proposed Site Plan	23 August 2023
1098 PL 103	Proposed Ground Floor Plan	23 August 2023
1098 PL 104	Proposed Ground Floor Plan	23 August 2023
1098 PL	Proposed First Floor Plan	23 August 2023

105		
1098 PL	Proposed Second Floor	23 August 2023
106	Plan	
1098 PL	Proposed Roof Plan	23 August 2023
107		

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 paragraph 38 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 or legal interest (easements or wayleaves) 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. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-avements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-Pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047

Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway

Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Highway to remain private: The applicant is advised that all new highway routes within the development site are likely to remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. At the entrance of the new estate the road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047

4. We recommend that developers should:

- Follow the risk management framework provided in Land Contamination: Risk Management, when dealing with land affected by contamination
- Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed
- Refer to the contaminated land pages on gov.uk for more information

We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination.

For example, British Standards when investigating potentially contaminated sites and groundwater, and references with these documents:

- BS 5930:2015 Code of practice for site investigations;
- BS 10175:2011+A1:2013 Code of practice for investigation of potentially contaminated sites;
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points;
- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.)
- Use MCERTS accredited methods for testing contaminated soils at the site.

A Detailed Quantitative Risk Assessment (DQRA) for controlled waters using the results of the site investigations with consideration of the hydrogeology of the site and the degree of any existing groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. The DQRA report should be prepared by a "Competent person" E.g. a suitably qualified hydrogeologist.

In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment.

- Further guidance on the setting of compliance points for DQRAs can be found here (<https://www.gov.uk/guidance/land-contamination-groundwater-compliance-points-quantitative-risk-assessments>).
- Where groundwater has been impacted by contamination on site, the default compliance point for both Principal and Secondary aquifers is 50m.

Where leaching tests are used it is strongly recommended that BS ISO 18772:2008 is followed as a logical process to aid the selection and justification of appropriate tests based on a conceptual understanding of soil and contaminant properties, likely and worst-case exposure conditions, leaching mechanisms, and study objectives. During risk assessment one should characterise the leaching behaviour of contaminated soils using an appropriate suite of tests. As a minimum these tests should be:

- Upflow percolation column test, run to LS 2 – to derive kappa values;
- pH dependence test if pH shifts are realistically predicted with regard to soil properties and exposure scenario; and
- LS 2 batch test – to benchmark results of a simple compliance test against the final step of the column test.

Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with CRL11.

The verification plan should include proposals for a groundwater-monitoring programme to encompass regular monitoring for a period before, during and after ground works. E.g. monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9-month period.)

Where SUDs are proposed; infiltration SUDs should not be located in unsuitable and unstable ground conditions such as land affected by contamination or solution features. Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater. For the immediate drainage catchment areas used for handling and storage of chemicals and fuel, handling and storage of waste and lorry, bus and coach parking or turning areas, infiltration SuDS are not permitted without an environmental permit. Further advice is available in the updated CIRIA SUDs manual.

5. Comments provided by EAS (Letter to the Environment Agency, dated: 24 July 2023) indicate the presence of a non mains drainage system. Care will need to be taken when removing this to prevent leakage, with confirmation of successful decommissioning presented in any verification report.
6. There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the applicant/developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com.

To apply for a new or upgraded connection, please contact our Developer Services Team by going through their My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com. The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing maps@affinitywater.co.uk. Please note that charges may apply.

7. In addition, and separate to your planning permission, for the majority of schemes, you are required by law to appoint a building regulator who will inspect your property at various stages during the course of your building project. This is to ensure it is compliant with the Building Regulations and the Building Act 1984.

The checks the building regulator will carry out include, but are not limited to, the structure, foundations, fire precautions and escape routes, electrical and plumbing compliance and other issues such as drainage and insulation. The objective of these checks is to ensure that your building is safe to live in, accessible and environmentally sustainable.

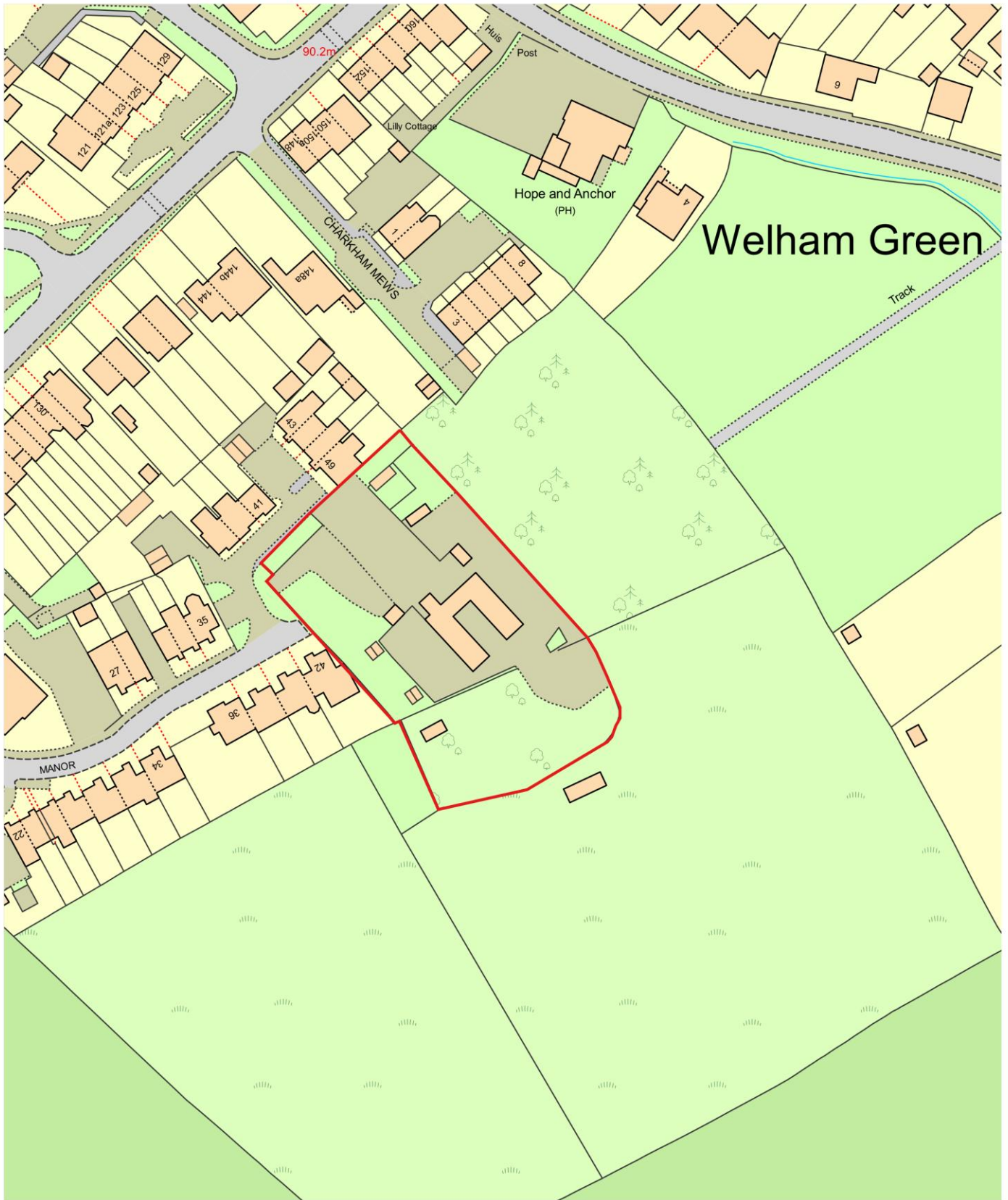
Once all build stages are checked and the works are finished, a Completion Certificate is issued confirming that these objectives have been met. You will also need the Completion Certificate, should you sell the property, as it will confirm to future owners that the work has been carried out in compliance with the Regulations.

As the owner of the property, you are responsible for Building Regulations compliance so we would urge you to decide which regulator to use, as opposed to leaving your builder or architect to make the choice. This is so that you can be sure the building regulator is truly independent and working to protect you from any breach or omission during the works.


Hertfordshire Building Control Limited are a Company wholly owned by eight local authorities in Hertfordshire including Welwyn Hatfield Borough Council. Please contact them on 01438 879990 or at buildingcontrol@hertfordshirebc.co.uk to discuss the process and all that is involved. Or alternatively refer to the Homeowner Information section on their website at www.hertfordshirebc.co.uk

Lizzie Mugova (Development Management)

Date: 20 December 2023



Welham Green

 <p>WELWYN HATFIELD</p> <p>Council Offices, The Campus Welwyn Garden City, Herts, AL8 6AE</p>	Title: <p style="text-align: center;">Unit 1 51 Welham Manor Welham Green AL9 7EL</p>		Scale: <p style="text-align: center;">1:5000</p>
	Project: Development Management Committee		Date: <p style="text-align: center;">02-01-2024</p>
	Drawing Number: <p style="text-align: center;">6/2023/0894/FULL</p>		Drawn: <p style="text-align: center;">N McIver</p>
© Crown Copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2021			