

WELWYN HATFIELD BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE – 7 MARCH 2024
REPORT OF THE ASSISTANT DIRECTOR (PLANNING)

6/2023/1665/FULL

4 LITTLE LEY WELWYN GARDEN CITY AL7 4TN

ERECTION OF 1 NO. NEW DWELLING TO THE END OF THE EXISTING TERRACE
AND ASSOCIATED ALTERATIONS TO HOST DWELLING

APPLICANT: MR COLIN WEST

1 Site Description

- 1.1 The application site comprises of a two storey end of terrace dwelling within a cul-de-sac off Sir John Newsom Way in Welwyn Garden City. The property benefits from a driveway with a detached garage to the side, and a rear garden. Little Ley comprises a mixture of two storey terrace dwellings and bungalows.
- 1.2 The plot comprises part of the driveway, garage and residential garden of number 4. The garden mainly consists of amenity grassland (lawn). The site adjoins an access road at the side which serves the properties along the close to the side and rear. There are hedgerows and fences at the boundaries.
- 1.3 The site comprises a rectangular shaped plot that is approximately 191sqm in size, located within the Welwyn Garden City settlement area, outside of the Conservation Area and the Green Belt.

2 The Proposal

- 2.1 Planning permission is sought for the erection of a new two storey dwelling with vehicular access. The proposed dwelling would measure approximately 7.8m in overall height to the ridgeline (4.5m to eaves), 5.7m in total width and 9.7m in overall depth on the ground floor reducing to 8.7m on the first floor. The new dwelling would have a footprint of around 47sqm and the building would be set back from the footpath by approximately 5.5m.
- 2.2 The development would be served by a parking area at the front of the new building. A new driveway would also be added to the donor property which would be accessed by a widened vehicular crossover.
- 2.3 The proposed also seeks permission for the installation of solar panels to the rear roof slope of the new dwelling, an Air Source Heat Pump to the side elevation of the new property and electric vehicle charging points for both the host and new dwellings.
- 2.4 With respect to the changes proposed to the host dwelling to accommodate the new dwelling, this includes the relocation of the main entrance door to the front

of the property, replacing an existing window. There will also be internal alterations to the existing WC and entrance hall as a result of this.

3 Reason for Committee Consideration

3.1 This application is presented to the Development Management Committee because it has been called-in by Councillor Birleson.

3.2 The reasons for the Call-In are:

- 1) Loss of light
- 2) Noise and disturbance during construction
- 3) Impact on access for the local residents
- 4) Overdevelopment of the plot
- 5) Loss of trees and shrubbery
- 6) This development will be out of keeping with the character of the local area.

4 Relevant Planning History

4.1 The planning history is summarised below:

Application Number: 6/2023/1253/FULL

Decision: Withdrawn

Decision Date: 4 August 2023

Proposal: Erection of new 2 bed dwelling following the demolition of existing garage and associated alterations to existing dwelling.

Application Number: 6/2020/1204/PN8

Decision: Granted

Decision Date: 20 July 2020

Proposal: Prior approval for the erection of a single storey rear extension measuring 6.00m in depth 3.00m in height and 2.80m to the eaves

5 Relevant Planning Policy

5.1 National Planning Policy Framework (NPPF)

5.2 Welwyn Hatfield Borough Council Local Plan 2016-2036 (October 2023)
(Local Plan)

5.3 Supplementary Design Guidance 2005 (SDG)

5.4 Supplementary Planning Guidance, Parking Standards 2004 (SPG)

5.5 Interim Policy for Car Parking Standards and Garage Sizes 2014 (Interim Car Parking Policy)

6 Site Designation

6.1 The site is within the settlement boundary of Welwyn Garden City as designated in the Welwyn Hatfield Borough Council Local Plan 2016-2023.

7 Representations Received

7.1 The application was advertised by means of neighbour notification letters and a site notice. In total, 8 representations have been received all of which were objections to the scheme. All representations received are published in full on the Council's website and are summarised below:

- Overdevelopment of the site
- Design not in keeping with the scale, character, or appearance as the other properties
- Loss of privacy
- Impact upon general/mental health during construction
- Impact on highway safety
- Insufficient parking
- Impact from development blocking footpath/access road for elderly and vulnerable residents
- Impact upon surrounding greenery, tree and wildlife
- Noise, dust and disruption to other residents during construction

8 Consultations Received

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

- HCC Transport Programmes and Strategy
- Welwyn Hatfield Borough Council Public Health and Protection
- Welwyn Hatfield Borough Council Landscape Department
- WHBC Client Services

8.2 No response was received from the following consultees:

- Hertfordshire Ecology

9 Analysis

9.1 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. Flood risk**
 - ii. Landscaping**
 - iii. Refuse and recycling**
 - iv. Ecology**
 - v. Renewable Energy**
 - vi. Removal of permitted development rights**
 - vii. Other matters**
- 6. The planning balance**

1. Principle of development

9.2 The National Planning Policy Framework (NPPF) states planning policies 'should promote and support the development of under-utilised land and buildings'

(Para.124 (d)) and 'support development that makes efficient use of land' (Para.128).

9.3 Policy SP1 of the Local Plan seeks to bring about sustainable development in the borough by applying the following principles:

- The need to plan positively for growth in a way which supports economic growth, increases the supply of housing and helps to reduce social and health inequalities in the borough - whilst recognising environmental and infrastructure constraints.
- That new development should contribute to the creation of mixed and sustainable communities which are well planned, promote healthy and active lifestyles, are inclusive and safe, environmentally sensitive, accessible, culturally rich, vibrant and vital, well served, and built to high design standards reflecting local character.
- That the location of new development should deliver a sustainable pattern of development which prioritises previously developed land; minimises the need to travel by directing growth to those areas with good transport networks which are well served by jobs, services and facilities; protects areas of highest environmental value; and avoids areas of high flood risk.
- That the natural and heritage assets of the borough should be protected and enhanced and its natural resources used prudently.
- That adaptation and mitigation principles relating to climate change are incorporated into the design and construction of new development which include energy and water efficiency measures, the use of low carbon and renewable energy, the provision of green infrastructure and sustainable drainage systems (SUDs).

9.4 The definition of previously developed land in the NPPF includes: *"Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure."*

9.5 The application site forms part of the residential land comprising of the garden and garage associated with No. 4 Little Ley. From the planning history, it is understood that the site has an established use as residential land. Therefore, the land use would not appear to conflict with the definition of previously developed land in the NPPF.

9.6 The site is located within the town of Welwyn Garden City as defined in the Local Plan. Policy SP3 of the Local Plan states that, consistent with the settlement hierarchy, the primary focus for new development will be in and around the two towns of Welwyn Garden City and Hatfield where accessibility to strategic transport networks and public transport is good and the greatest potential exists to maximise accessibility to job opportunities, shops, services, and other facilities, and to create new neighbourhoods with supporting infrastructure.

9.7 The application site is not allocated for housing in the Local Plan and therefore comes forward as windfall development. Policy SADM1 states that planning permission for residential development on unallocated sites will be granted provided:

- i. The site is previously developed, or is a small infill site within a town or excluded village. In the Green Belt, Policy SADM34 will apply;
- ii. The development will be accessible to a range of services and facilities by transport modes other than the car;
- iii. There will be sufficient infrastructure capacity, either existing or proposed, to support the proposed level of development;
- iv. Proposals would not undermine the delivery of allocated sites or the overall strategy of the Plan; and
- v. Proposals would not result in disproportionate growth taking into account the position of a settlement within the settlement hierarchy.

9.8 The application site is situated within the town of Welwyn Garden City where there is access to a range of services, facilities and frequent bus and train links. The site is located within a 10-minute walking distance (approximately 700m) along footpaths to a parade of local shops along Cole Green Lane which provide a varied range of goods and services. There are also bus stops located approximately 250m (3-min walking distance) away on Hollybush Lane which serve the 402 and provide public transport connections to the town centre every half an hour. As such, future occupiers would be able to access a diverse range of services and facilities without reliance on the private car as a means of transport.

9.9 The application site is located within an existing residential area and due to the size of the proposal, there is no evidence that existing infrastructure does not have the capacity to absorb the development. The proposed development also has the potential to support and provide demand (albeit limited) for nearby services and facilities.

9.10 The proposal would not undermine the delivery of allocated sites or the overall strategy of the Local Plan; and due to the number of proposed units it would not result in disproportionate growth, taking into account the position of a settlement within the settlement hierarchy.

9.11 For the above reasons, the proposal would not conflict with the sustainability requirements of the National Planning Policy Framework or Policy SADM1 of the Local Plan.

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

9.12 Paragraph 131 of the NPPF clearly advises that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve, and that good design is a key aspect of sustainable development. Paragraph 135 of the NPPF further advises that decisions should ensure developments will function well, be visually attractive, sympathetic to local character and establish a strong sense of place.

9.13 Paragraph 139 of the NPPF states that significant weight should be given to:

- a) development which reflects 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; and/or

- b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

- 9.14 Consistent with the NPPF, are Policies SADM11 and SP9 of the Local Plan. These policies are expanded upon in the Council's Supplementary Design Guidance (SDG).
- 9.15 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 state 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.
- 9.16 The area is characterised predominantly by two storey terrace dwellings and bungalows built on modest plots with average sized rear gardens. The majority of dwellings in this area have similar external finishes, roof styles and fenestration. No. 4 Little Ley is located within a cul-de-sac, which according to the site plans benefits from a larger than average plot. The site currently forms part of the driveway, garage and residential garden of No. 4 Little Ley. There is a mature hedge that runs along the southern side boundary.
- 9.17 In this case, the proposal would introduce a dwelling of modest dimensions to the side of the existing property on a similar building line from the street. The proposed new dwelling would be two storey in height which would reflect the character of the area. The design comprises a simple hipped main roof with a two storey gable projection to the rear elevation that is set down from the main ridgeline (by approximately 1.6m) and spans around half the width of the building. Whilst the main roof of the new dwelling would continue the same height as the existing dwellings along the terrace, it would be set back from the front building line by a noticeable amount (approximately 1.1m) which would preserve the original design of the terrace properties where there are prominent front gable projections on either end. It is also noted that there is an extension built on the other end of the terrace properties at No. 1 Little Ley which, albeit smaller in scale, would be similar in form to the proposal development. In addition, it is noted that a similarly sized dwelling has been granted in the past at the end of the terrace buildings at No 47 Great Ley. As a result, the proposal would respect the building heights of the immediate buildings. The scale and massing of the proposed building would also be commensurate to the other properties in the area and the development would not visually compete with the host dwelling. Whilst the proposed dwelling would be evident in the street scene due to its prominent corner plot location, a gap of 1m would be maintained to the side boundary and the existing mature hedgerow would be retained. The proposed development would not therefore appear significantly obtrusive or out of keeping, particularly given that it follows the same architectural design.
- 9.18 The proposed materials comprise of facing bricks along with plain concrete roof tiles and white uPVC windows and doors which would match the existing

dwelling at No. 4 Little Ley. Subject to planning conditions requiring further details of the external materials, it is considered that the development would represent an acceptable standard of design in this respect.

- 9.19 Although the introduction of another property would reduce spacing on site, the proportion of amenity space compared to the size of the properties would still be reasonable and would not result in a cramped development on the site. The proposed site area of the host dwelling (approximately 195 sqm) and proposed dwelling (approximately 191 sqm) would be slightly smaller than the plot sizes of the adjoining terrace dwellings (approximately 243sqm). However, there are example of similarly sized plots in the surrounding area e.g. the majority of bungalows at Little Ley (approximately 200 sqm). As such, the spatial pattern would not be disrupted to such an extent that would appear out of keeping with the character of the surrounding area.
- 9.20 With respect to garden space standards, the Council's adopted guidance states that gardens should be functional and useable in terms of their width, depth, shape and orientation. Even though the garden sizes will inevitably be reduced by the development, the resultant gardens for the dwellings are considered appropriate to meet the needs of the residents and would be of a size that is not too dissimilar to other properties in the surrounding area.
- 9.21 A new fence and gate is proposed between the host dwelling and the proposed dwelling, which would provide additional privacy for the amenity areas. Further details of its appearance can be secured via condition. As a result of the character and appearance of the surrounding area, a domestic fence is not considered to appear out of keeping.
- 9.22 The proposed layout of the development would result in the provision of an area of hardstanding to the front of the site to accommodate the driveway and parking areas for both the host and proposed additional dwelling. However, driveways to the fronts of properties are a prominent feature of the immediate street scene, therefore the additional hardstanding is not considered to result in detrimental harm to the character of the area.
- 9.23 Overall, it is considered that the size and visual presence of the proposed dwelling would have an acceptable level of impact to the street scene by virtue of its set back positioning within the site, sympathetic height relative to the host and neighbouring dwellings, use of matching materials and the retention of the existing boundary landscaping which would partially screen the development. The scale and massing of the proposed building would also be commensurate to the other properties within the area. Therefore, the new dwelling would not appear unduly prominent in the street scene.
- 9.24 With regards to the proposed changes to the host building, this is limited to the relocation of the front door and associate internal reconfigurations. It is noted that the symmetry of the bookend terrace, with its distinctive window arrangement, would be affected by the proposal. However, there is another example in the surrounding area where this property style has been altered to include a door to the front in place of an existing window (No. 47 Great Ley), and the dwelling at the other end of the terrace to the host property (No. 1 Little Ley) have also previously relocated its front door to the principal elevation following the erection of a side extension. Moreover, this type of fenestration alteration can normally be achieved through permitted development rights. As such, the alterations are

considered modest and would not be detrimental to the character and appearance of the dwelling or those adjoining. Subject to a materials condition to ensure the replacement door will be sympathetic, this part of the scheme would not be objectionable.

- 9.25 Accordingly, the proposed development would be of a good standard of design and would be in accordance with Policies SADM11, SP1 and SP9 of the Local Plan, the Supplementary Design Guidance and the National Planning Policy Framework.

4. Residential amenity

- 9.26 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. Policies SP9, SADM11 and SADM18 of the Local Plan seek to ensure that no new development would adversely affect the existing area either in terms of any built form or in terms of the operation of any uses from noise and vibration pollution.
- 9.27 With regard to amenity, this is considered in two parts, firstly the impact on adjoining occupiers and secondly the impact of the scheme on future occupiers of the proposed dwelling.

Impact on Neighbours

- 9.28 In this case, neighbour objections have been received from the majority of the residents at Little Ley on the grounds of impact to their amenity.

Light and outlook

- 9.29 With respect to impact upon light and outlook, No. 3 (located to the north of the application site) raised an objection on the grounds of a loss of light to their garden. It is however considered that the majority of the new dwelling would be obscured from view by the host dwelling, given that it would be built on the same rear building line. Whilst the first floor protrusion would be visible, it would be approximately 9.5 metres away from the common boundary, with a hipped roof that would slope away from view. As such no detrimental overshadowing or overbearing impact is expected to arise.
- 9.30 Nos. 12 and 13 located across the road to the south also raised concerns regarding a loss of daylight. However, there would be approximately 19 metres of separation distance between the dwellings. Furthermore, the application site is located to the north of these neighbours, therefore the daylight/sunlight received by the properties at this distance would not be significantly affected over and above the existing situation, particular as the flank wall of the host property is already positioned to the north of these properties. The additional depth created by the first floor protrusion at the rear is considered modest and sufficiently distanced (at 19m away) to avoid detrimental harm to their habitable windows or amenity area, in terms of light and outlook. A similar assessment can be taken for the other neighbours located to the south of the application site.
- 9.31 In terms of the impact for the neighbours located to the rear of the application site, the proposed building would be positioned approximately 16m from the rear boundary, where there are mature trees and vegetation which would assist

somewhat in the screening of the development. At this distance, the development is not considered to result in significant overshadowing or appear overbearing to these neighbours.

Privacy

- 9.32 In terms of neighbour privacy, No. 3 Little Ley (located to the side of No.4) raised an objection on grounds of overlooking. However, views from the new rear facing upper floor windows would be oblique and at a distance of around 8-10 metres away. There is also intervening built form (the rear extension of the host building) which would help block views to No. 3's garden. Therefore, the new windows are not considered to result in any detrimental overlooking. It should also be noted that terrace properties already experience a degree of overlooking to the rear garden from first floor rear openings, and this is considered to be a usual relationship between neighbouring residential properties. For these reasons, it is not considered that the views generated by the new dwelling towards No. 3 would be significant to warrant a refusal in this instance.
- 9.33 Nos. 7 and 8 located to the rear have also raised privacy concerns. There would be a distance of around 35 metres between the buildings and there is intervening vegetation at the boundary. Therefore, no loss of privacy would arise. Similarly, the same assessment can be made to the remaining neighbours that are located to the rear of the application site.
- 9.34 The proposal would also involve the sub-division and delineation of the existing plot. Although it forms part of the application site, the impact upon the amenity for the future occupiers of the donor building needs to be assessed. In this case, the proposed dwelling would be built behind the rear building line of No. 4 at ground floor level, and the first floor element would be stepped in from the common boundary by approximately 2.8m to avoid any detrimental loss of light and outlook. In addition, there would not be any windows or openings that would detrimentally overlook No. 4 therefore privacy would be maintained for the occupants. Further details of suitable hard boundary treatments can be secured through planning condition in the event of an approval to ensure the privacy of the amenity areas is maintained.
- 9.35 In terms of noise and disturbance, SADM18 of the Local Plan seeks to ensure that no new development would cause disturbance to people or the natural environment due to noise and/or vibration pollution. It is generally accepted that most forms of development will result in some noise, particularly during the construction phase. However, given the development is only for a single dwelling, this is usually for a relatively short period of time which would not cause an unacceptable or long-term impact on the living conditions of neighbouring occupiers. In this case, the Council's Public Health and Protection Officer did not raise any concerns to the scheme but have advised that a condition be imposed to ensure that noise from construction works commencing on site are limited to between 08:00 – 18:00 Monday to Friday and between 08:00 – 13:00 on Saturdays. Whilst this is noted, the legislation which this can be enforced against is Environmental Health legislation. For these reasons, it is considered necessary to include this as an informative instead. Furthermore, informatives will also be included to ensure dust generation is reduced to a minimum in line with Environmental Health legislation.

- 9.36 The proposed plans indicate that there will be the installation of Air Source Heat Pumps to reduce emissions and enhance the sustainability credentials of the development. However, as no information on potential noise impacts has been submitted, it is considered reasonable and appropriate to secure this by condition.
- 9.37 In summary, giving consideration to the scale of the development and the separation distance to neighbouring properties, the proposal would not have an unreasonable detrimental impact on the amenity of neighbouring occupiers in terms of loss of light, outlook, privacy and noise. The proposal would therefore be in accordance with the NPPF, Policies SP9, SADM11 and SADM18 of the Local Plan and the SDG.

Living Conditions of Future Occupiers

- 9.38 Policy SADM11 of the Local Plan requires as a minimum, for 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.
- 9.39 The floorspace is shown to exceed the size requirements as stipulated in the Nationally Described Technical Housing Standards document for a 2 bed, three-person two storey dwelling (70sqm), measuring approximately 76sqm. The bedroom sizes would also exceed the minimum standards in the previously referred to document. Furthermore, the development would provide suitable views/outlook and natural light for the future occupiers from the front and rear facing windows/openings. The private amenity space proposed would also be wholly adequate for this size of property. The submitted plans suggest the erection of a new fence and gate separating the dwellings, which would offer a degree of privacy for the occupiers, further details of which can be secured via condition. Overall, the internal and external space for the proposed dwelling would result in satisfactory living accommodation for the future occupants. In terms of noise and disturbance, the Council's Public Health and Protection Officer was consulted on the scheme and no objections were raised to the development in regards to the impact upon the future occupants.

5. Highways and Parking Considerations

- 9.40 In terms of parking, Paragraph 111 of the NPPF states that if setting local parking standards, policies should take into account the accessibility of the development, the type, mix and use of the development, availability of and opportunities for public transport, local car ownership levels and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 9.41 Policy 115 of the NPPF 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.
- 9.42 Policy SADM12 of the Local Plan states that the type and quantum of vehicle and cycle parking provided within development proposals will be informed by the standards set out in the Council's parking standards taking account of:

- a. The site's location and accessibility to public transport, services and facilities;
 - b. The nature and degree of parking demand likely to be associated with the development and opportunities for shared parking; and
 - c. The need to promote more sustainable forms of travel within the borough.
- 9.43 The Parking Standards Supplementary Planning Guidance (SPG) use maximum standards and are not consistent with the NPPF and are therefore afforded less weight. In light of the above, 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.
- 9.44 Concerns have been raised by neighbouring properties in regards to both highway and pedestrian safety.
- 9.45 The County Highways Officer has raised no objections with regards to the proposed access arrangement or visibility splays. It is also considered that the level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity therefore it is considered that the proposal would not have an unacceptable impact upon highway safety. Although a condition was recommended by the Highways Officer to ensure the dropped kerb is implemented prior to the first use of the property, it is not considered reasonable or appropriate in this instance to secure S184 works via a planning condition, nor is it considered necessary to make the proposed development acceptable. A condition could however be appropriately added to ensure the car parking spaces are implemented prior to occupation.
- 9.46 Concerns have also been raised to the potential blocking of the access road during the construction phase for ambulances entering the close to attend to the elderly residents at the bungalows. This issue can however be overcome with the inclusion of a construction management plan to ensure there will be no disruption to the road and footpath during the works being carried out. An informative can also be added to remind the applicant that 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.
- 9.47 In terms of parking, the development comprises a 2 bedroom dwelling. The Council's parking guidance SPG (2004) recommends that in this area, a total of 1.5 spaces should be provided for properties with 2 bedrooms. The submitted plans indicate that there would be space within the driveway of the new dwelling for the parking of two vehicles. As such the proposed parking provision for the additional dwelling is suitable and would not result in conflict with the guideline parking standards contained within the SPG for the proposed development.
- 9.48 The proposal will however result in the loss of the existing garage and existing onsite car parking space for the host dwelling. Although a widened crossover and extended driveway is proposed as part of the scheme, which would create one space for No. 4 Little Ley, according to the parking standards, the host dwelling (being a three bed property) should be served by 2.25 parking spaces. As such

there would be a shortfall of 1.25 car parking spaces. However, as set out above, the parking standards within the SPG is taken as guidance only and should be regarded as a maximum provision rather than minimum.

- 9.49 The Case Officer noted during a site visit that the access road into Little Ley is narrow and therefore not suitable for on street parking. Driveways are also created at the other terraced properties (Nos. 2 and 3 Little Ley), which further removes the opportunity for on street parking along this part of the road. It is however noted that there is on street parking available on the adjacent road on Sir John Newsom Way which is uncontrolled. Whilst it is acknowledged that there would be a shortfall in the total number of car parking spaces proposed using the maximum standards, it is not considered that the displacement of 1 car parking space would result in detrimental harm to highway safety in the area. Furthermore, there are other modes of transport available within reasonable walking distance to the site and electric vehicle (EV) charging points would be provided for both the host and proposed dwelling, which would assist in promoting the use of the electric car and reduce carbon emissions (further details can be secured by condition). This would be in accordance with Policy SADM12 of the Local Plan which seeks to promote more sustainable forms of travel.
- 9.50 A condition can also be imposed to ensure secure cycle parking provision is provided at the site (1 per dwelling) which would further support more sustainable modes of transport and reduce the need to travel by car. With these measures in mind, it is not considered that insufficient car parking provision would justify a reason for refusal in this instance.
- 9.51 Overall, the development would therefore have an acceptable impact on highway and pedestrian safety. Therefore, no objections are raised in regards to the SPG Parking Standards; the Council's Interim Policy for Car Parking Standards; Policies SADM2 and SADM12 of the Local Plan or the NPPF.

6. Other considerations

i) Flood risk and sustainable drainage

- 9.52 The NPPF deals with issues of climate change and flooding and by means of the sequential test seeks to steer new development to areas with the lowest probability of flooding. The flood zones are the starting point for this approach. The EA identifies Flood Zones 2 & 3 and all land outside those zones is in Flood Zone 1. Policy SADM14 of the Local Plan is similar in these aims.
- 9.53 This site is located within Flood Zone 1 i.e. a low probability of flooding. The location of the proposed dwelling is therefore in an area which is not prone to flooding and due to the limited scale of the proposal, which is for a single dwelling, the impacts on flooding and drainage would be limited. The submitted sustainability statement also suggests that permeable surfacing will be used for areas of existing and proposed hard standing, which will assist with drainage from hard surfaces. Therefore, no objections are raised to the development on these grounds.

ii) Landscaping

- 9.54 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.

Policy SADM16 of the Local Plan sets out that proposals will be assessed for their impact on landscape features to ensure that they conserve or improve the prevailing landscape quality, character and condition. Furthermore, Policy SP9 notes that proposals should make space for nature, to enable the movement of wildlife through the development, and protect and improve the connectivity of habitats at the wider landscape scale. Policy SP10 additionally states that new and existing habitat and landscaping should be incorporated into the layout and design of proposals. Landscaping can protect and enhance the visual character of the area and reduce the visual and environmental impacts of a development.

- 9.55 It is noted that resident concerns were raised to the removal of trees prior the submission of this application. However, there are no records of any trees on site being protected under a tree preservation order, and as such their removal would not have required permission from the LPA.
- 9.56 The Council's Landscapes Officer has reviewed the application and has not raised any objections to the development. The submitted plans do not however indicate any additional planting being proposed. Therefore, if approved, it would be reasonable to impose a condition for a detailed landscape scheme to include plant species, plant sizes, planted densities and planting methods. No concerns are therefore raised in this regard.

iii) Refuse and Recycling

- 9.57 Policy SADM12 of the Local Plan 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.
- 9.58 In this case, there would be sufficient space within the rear garden for the storage of refuse and recycling bins which may be conveyed to the front of the curtilage on collection day via the proposed shared passageway access between the host and new dwellings. The Council's Client Services Team raised no objections to the proposed development, stating that the property could be incorporated on the existing ARRC scheme and bins can be collected and stored without issue. No concerns are therefore raised in this regard.

iv) Ecology

- 9.59 Policy SADM16 of the Local Plan states that proposal will be expected to maintain, protect and wherever possible enhance biodiversity. This approach is consistent with the NPPF. All developments that are not otherwise exempt will be required to deliver a measurable biodiversity net gain of at least 10%.

- 9.60 Whilst this is noted, Paragraph 12.54 of the Local Plan sets out that the BNG policy requirement for 10% will apply to Small Sites from April 2024. For residential development, this means where the number of dwellings to be provided is between one and nine inclusive on a site having an area of less than one hectare, or where the number of dwellings to be provided is not known, a site area of less than 0.5 hectares. For non-residential development, this means where the floor space to be created is less than 1,000 square metres, or where the site area is less than one hectare. For these reasons, no objections are raised on the grounds of Biodiversity Net Gain at this stage.
- 9.61 Hertfordshire Ecology have been consulted for this application, but no response was provided. Given the location and character of the site, there would not be any significant concerns raised by officers. However, as the planning system should now aim to deliver overall net gains for biodiversity where possible, biodiversity enhancements such as bat/bird/insect boxes should be provided as part of the scheme. This can be conditioned as part of a condition in the event of permission being granted. An informative will also be included to ensure a precautionary approach is taken by the application with respect to bats during the development.
- 9.62 Subject to the suggested conditions, it is considered that the proposal satisfies the requirements of the Local Plan and the NPPF in respect of Ecology.

v) *Renewable Energy*

- 9.63 Policy SP10 of the Local Plan explains that proposals which adopt sustainable design and construction principles, with an integrated design solution, will be supported. It is recommended that new dwellings deliver some of their energy requirements from decentralised and renewable or low-carbon sources. Policy SADM13 is also relevant for new dwellings, which states that 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.
- 9.64 The application is supported by a Sustainability Statement which proposes to install Electric Vehicle (EV) charging points, an Air Source Heat Pump (ASHP), and PV panels. The document also states that the dwelling will utilise triple glazing and insulation that would exceed the current requirements of Part L of the Building Regulations. Furthermore, the submitted sustainability statement confirms that the new dwelling will be designed so that water consumption will be less than 110 litres/person/day in compliance with Policy SADM13 of the Local Plan. This will be achieved through the use of water butts, a Hydra Loop system to recycle grey water and flow restrictors on taps.
- 9.65 The submitted information is however not considered sufficiently detailed to demonstrate full compliance with above policies as no calculations have been provided to make a full assessment. Notwithstanding, due to the modest scale of the development proposed, it is considered reasonable and appropriate to secure further details via condition.

vi) *Removal of permitted development rights*

- 9.66 The new dwelling would benefit from permitted development rights. The proposed development has been carefully designed to be in keeping with the character and context of the area and ensure that the living conditions of neighbouring occupiers would not be harmed. The resultant built development would also remain commensurate to the plot.
- 9.67 Certain future extensions under permitted development would possibly cause harm in the above respects. In the interests of maintaining a high quality of design and visual amenity, it is considered necessary and reasonable for permitted development enlargements under Class A and Class AA of the General Permitted Development Order 2015 (as amended) for the new dwelling to be revoked through a planning condition.

vii) Other matters

- 9.68 Concerns have been raised to the impact of the development during construction stages to both physical and mental health. However, any impacts arising from construction noise/disturbance during the development is not considered a material planning consideration that can be taken into account in the assessment of the scheme. In addition, as mentioned above, the hours of construction and excessive noise will be dealt with through environmental health legislation, as will the control of dust.

7. The planning balance

- 9.69 Policy SP1 of the Local Plan requires that proposals will be permitted where it can be demonstrated that the principles of sustainable development are satisfied and that they accord with the objectives and policies of the Development Plan. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF outlines, in its introduction, three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles. Of particular relevance to this application is an economic role, among others, to ensure land is available in the right places to support growth; a social role to support strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; as well as an environmental role which includes protecting and enhancing the environment.
- 9.70 The NPPF does not require development to jointly and simultaneously achieve planning gain in each of the three considerations. It is sufficient for all three to be considered and for a balance between benefit and adverse effects to be achieved across those three areas.
- 9.71 Paragraph 11 of the NPPF outlines that decisions should apply a presumption in favour of sustainable development and footnote 8 outlines that it includes, amongst other things, 'for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in Paragraph 77).
- 9.72 The Council's Local Plan was adopted on the 12th of October 2023 and the NPPF has been recently updated (19th December 2023) which now removes the requirement to maintain a 5-year housing land supply if the Local Plan is under 5 years old. However, this new provision is only applicable to applications submitted from the date of publication and therefore does not apply to this

application. As a result of the above, it is still the position that the Council cannot demonstrate a 5-year housing land supply, therefore this triggers the circumstances in paragraph 11d) of the NPPF.

- 9.73 In terms of social benefits, the proposal would make a small contribution to the Council's supply of housing from the proposed additional dwelling. This would reduce pressure on housing land take elsewhere, albeit to a limited degree, and would accord with the support in the NPPF for increasing the supply of housing. This would weigh moderately in favour of the proposal.
- 9.74 Economic benefits would arise from the construction of the development and future spending of residents on local facilities and services, albeit limited as this benefit would be short term. It is also within a reasonably short distance of Welwyn Garden City town centre, which has the potential to benefit from increased expenditure in local shops and services, although again this would be limited.
- 9.75 Turning to the environment, the proposal would be located in an established residential area in Welwyn Garden City where there are limited possibilities for this type of development. The proposal would therefore make effective and efficient use of existing residential land on an established residential road.
- 9.76 In addition, the proposal would not harm the visual amenity or the character and appearance of the area. The design would be of a good quality and would be built with sustainability in mind which include measures to enhance the energy efficiency of the building, such as the use of Electric Vehicle (EV) charging points, the addition of Air Source Heat Pumps (ASHP), and PV panels. These considerations weigh moderately in favour of the proposal.
- 9.77 In this case, it is considered that the benefits of the development would outweigh any negatives, taken as a whole. The proposal would therefore represent sustainable development. Accordingly, the requirements of Paragraph 11 of the NPPF, which deals with the presumption in favour of sustainable development, would be met.

10 Conclusion

- 10.1 Further to the above and subject to conditions, the proposal would have no significant adverse impact upon the character and appearance of the area, adjoining or future occupiers living conditions, nature conservation interests or highway safety. Accordingly, and for the reasons given, the proposal is recommended for approval.

11 Recommendation

- 11.1 It is recommended that PLANNING PERMISSION BE GRANTED subject to the following conditions:

PRIOR TO COMMENCEMENT

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:

- the phasing of construction and proposed construction programme.
- the methods for accessing the site, including wider construction vehicle routing.
- the numbers of daily construction vehicles including details of their sizes, at each phase of the development.
- the hours of operation and construction vehicle movements.
- details of any highway works necessary to enable construction to take place.
- details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.
- details of any hoardings and how visibility splays will be maintained.
- management of traffic to reduce congestion.
- control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels.
- the provision for addressing any abnormal wear and tear to the highway.
- waste management proposals.
- Provision of sufficient on-site parking prior to commencement of construction activities;
- Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- 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: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018), Policy SADM2 of the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

PRIOR TO ABOVE GROUND DEVELOPMENT

2. No development above ground level shall take place until full details of a scheme for the installation of swift nesting bricks, bird boxes and bat boxes, as appropriate to the site and its surroundings, has been 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 scheme.

REASON: To make appropriate provision for natural habitat within the approved development in accordance with Policy SADM16 of the Local Plan and the National Planning Policy Framework.

3. Prior to any above ground level development beginning, scaled plans and information on the manufacturing details of any external plant and equipment, including the approved Air Source Heat Pump shall be submitted to and approved in writing by the Local Authority. The details shall also include predicted levels of noise. The noise levels of the external plant and equipment must not exceed 42dBA 1m from the façade of the nearest residential neighbour and must be achieved with the plant equipment running at a typical maximum load setting. The impact of any new plant and equipment should be assessed in accordance with BS4142: 2014+A1:2019. The development shall be built in accordance with the approved details and shall adhere to the specified noise

levels at all times. Should the extraction systems fail to comply with the limitations of any such noise levels, the plant and machinery must be switched off and not used again until it is able to comply.

REASON: To ensure that all nearby residential units are protected from noise nuisance and that any Air Source Heat Pumps promote energy sustainability in accordance with Policy SP10, SADM11, SADM13 and SADM18 of the Welwyn Hatfield Borough Council Local Plan and National Planning Policy Framework.

4. Notwithstanding the approved plans, no above ground development shall take place until full details on a suitably scaled plan of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details. The landscaping details to be submitted shall include:
 - a. original levels and proposed finished levels (earthworks to be carried out)
 - b. means of enclosure and boundary treatments
 - c. hard surfacing, other hard landscape features and materials
 - d. planting plans, including specifications of species, sizes, planting centres, number and percentage mix, and details of seeding or turfing
 - e. means of hard/soft landscaping to separate the new residential plot from the existing property to preserve privacy.

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area, to maintain privacy and to reduce the visual and environmental impacts of the development hereby permitted, in accordance with Policy SP9, SADM11 and SADM16 of the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

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

REASON: In the interest of the appearance of the development, in accordance with Policy SP9 of the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

6. No development above ground level shall take place until full details of EV charging parking facilities have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved EV charging facilities must be fully implemented and made available for use before the development is occupied and thereafter retained for this purpose.

REASON: To ensure that sufficient provision is made for the charging of electric cars, in accordance with Policy SADM12 of the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

7. Notwithstanding the submitted documents, no above ground development in any phase of the development shall take place until a revised sustainability statement has been submitted to and approved in writing by the Local Planning Authority.

The statement shall include details of how the proposed development would be designed and constructed to achieve a reduction in carbon emissions (dwelling emission rates) which would exceed Part L Building Regulations baselines, in addition to any renewable energy sources to be installed or other measures to secure the sustainability credentials of the development. The development shall be carried out in accordance with the approved details and thereafter retained.

REASON: To ensure that the development contributes towards sustainable development and energy efficiency in accordance with Policy SP10 and SADM13 of the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

PRIOR TO OCCUPATION

8. Prior to the first occupation of the development hereby permitted, the proposed on-site car parking shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter and made available for that specific use.

REASON: To ensure the permanent availability of the parking/manoeuvring area, in the interests of highway safety in accordance with Policy SADM2 of the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

9. Prior to the first occupation of the development hereby permitted, full details (on a suitably scaled plan) of the proposed cycle parking storage shall be submitted and approved in writing by the Local Planning Authority. Subsequently, the approved details must be fully implemented and thereafter retained for this purpose.

REASON: To ensure the provision of adequate cycle parking in order to meet the needs of the residential dwelling, in the interests of encouraging the use of sustainable modes of transport in accordance with policy SADM2 of the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

POST DEVELOPMENT

10. All hard and soft landscaping works shall be carried out in accordance with the approved details. Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. All landscape works shall be carried out in accordance with the guidance contained in British Standards 8545: 2014.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policy SP9 and SADM16 of the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

11. 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 enlargements under Class A and Class AA of Part 1 of Schedule 2 shall take place.

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by that order in the interests of residential and visual amenity, and the biodiversity of the site, in accordance with the Welwyn Hatfield Borough Council Local Plan and the National Planning Policy Framework.

DRAWING NUMBERS

12. 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
E01	B	Existing Site Plan and Site Location Plan	10 August 2023
E02	A	Existing Floor Plans, Roof Plan and Elevations	26 October 2023
P01	D	Proposed Site Plan	30 January 2024
P02	B	Proposed plans and elevations	30 January 2024

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

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.

INFORMATIVES

1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water interest etc. Neither does this permission negate or override any private covenants which may affect the land.
2. The decision notice contains conditions which require you to submit information to the Local Planning Authority and have it approved in writing before any development relating to the approval takes place. There is a formal procedure for applying to discharge conditions and further information can be found at:

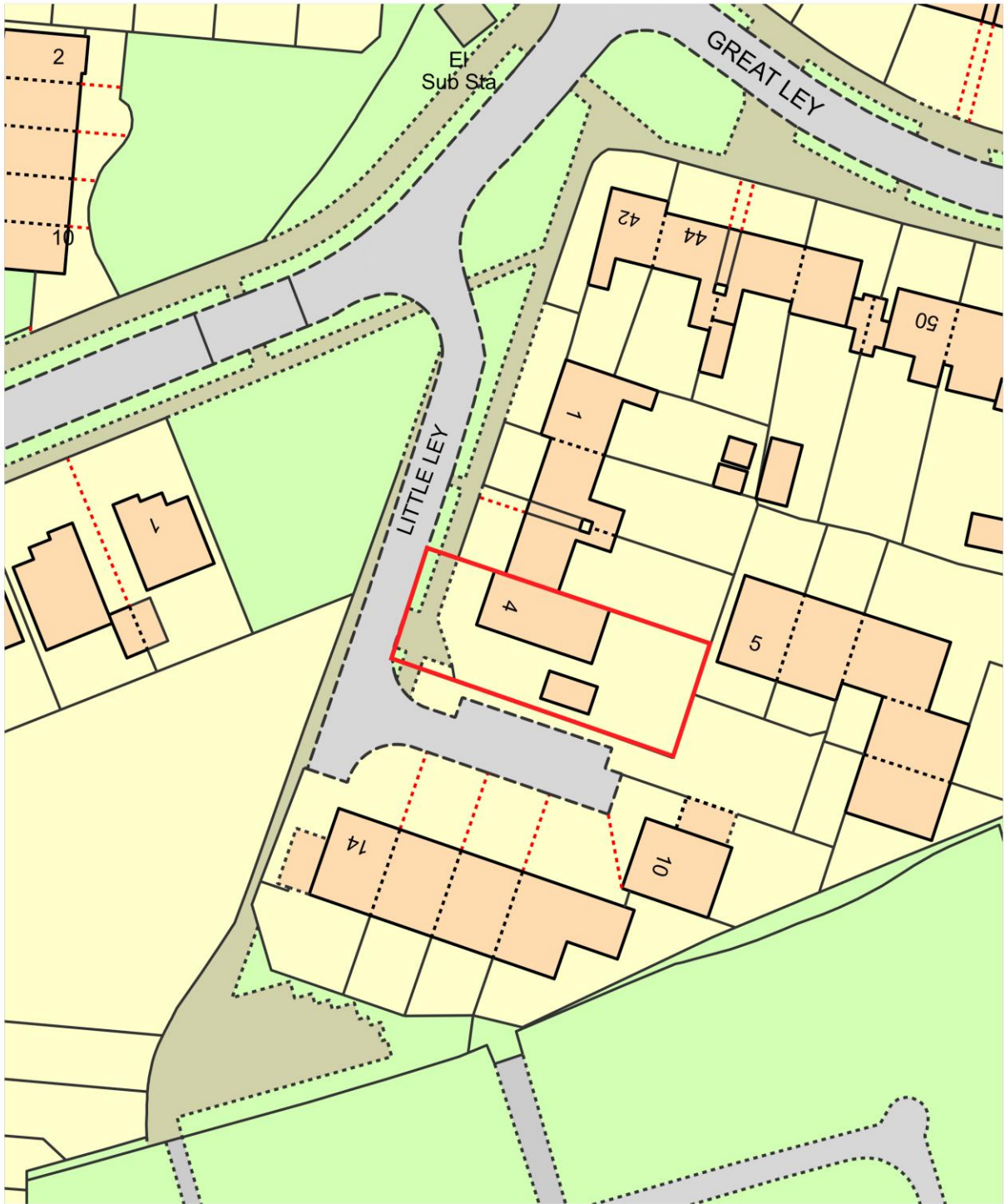
<http://www.welhat.gov.uk/index.aspx?articleid=834>. Failure to comply with this type of condition may result in the development being considered unlawful and enforcement action could be taken.


3. The applicant is advised to take account the provisions of The Party Wall Act 1996 insofar as the carrying out of development affecting or in close proximity to a shared boundary.
4. Any damage to the grass verges caused by the development/works hereby approved is the responsibility of the applicant and must be re-instated to their original condition, within one month of the completion of the development/works. If damage to the verges are not repaired then the Council and/or Highway Authority will take appropriate enforcement action to remedy any harm caused.
5. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website:
<https://www.hertfordshire.gov.uk/services/highways-roadsand-pavements/highways-roads-and-pavements.aspx>
6. Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery 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-pavements/business-anddeveloper-information/development-management/highways-developmentmanagement.aspx> or by telephoning 0300 1234047.
7. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:
<http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
8. Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/drop-ped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

9. All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Council, shall be carried out only between the hours of:
8.00am and 6.00pm on Mondays to Fridays
8.00am and 1.00pm Saturdays
and at no time on Sundays and Bank Holidays
The best practicable means, as defined in section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times
All plant and machinery in use shall be properly silenced and maintained in accordance with the manufacturers' instructions.
All compressors shall be sound reduced models, fitted with properly lined and sealed acoustic covers, which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussive tools shall be fitted with mufflers or silencers of the type recommended by the manufactures.
All machines in intermittent use shall be shut down during intervening periods between works, or throttled down to a minimum. Noise emitting equipment, which is required to operate continuously, shall be housed in suitable acoustic enclosures. Items of plant and equipment shall be maintained in good condition so that extraneous noise from mechanical vibration, squeaking or creaking is reduced to a minimum.
Any pile driving shall be carried out by a recognised noise reducing system. Where practical, rotary drills and bursters, actuated by hydraulic or electric power shall be used for excavating hard material.
In general, equipment for breaking concrete and the like, shall be hydraulically actuated.
'BS 5228 Noise Control on Construction Sites' should be referred to for guidance in respect of all work carried out by the developer, their main contractor and any sub contractors.
Any emergency deviation from these conditions shall be notified to the Council without delay.
10. All efforts shall be made to reduce dust generation to a minimum.
Stock piles of materials for use on the site or disposal that are likely to generate dust, shall be sited so as to minimise any nuisance to residents or neighbouring businesses. Materials for disposal shall be moved off site as quickly as possible. Water sprays shall be used, as and when necessary, to reduce dust from particularly "dusty" activities or stock piles.
11. Any vegetation clearance should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.
12. Bats and their roosts are protected at all times under domestic and European law. Works should proceed with caution, and in the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England: 0300 060 3900.

Raymond Lee (Development Management)

Date: 09 February 2024



 <p>WELWYN HATFIELD</p> <p>Council Offices, The Campus Welwyn Garden City, Herts, AL8 6AE</p>	Title:		Scale:	
	4 Little Ley Welwyn Garden City AL7 4TN		1:5000	
	Project: Development Management Committee		Drawing Number:	Date:
	6/2023/1665/FULL		6/2023/1665/FULL	26-02-2024
		Drawn:	C Brady	
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