

**ADDENDUM REPORT**

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

6/2022/1355/MAJ

FORMER BEALES HOTEL, COMET WAY, HATFIELD, AL10 9NG

DEMOLITION OF EXISTING BUILDING AND CONSTRUCTION OF 142 RESIDENTIAL UNITS (USE CLASS C3) WITH PRIVATE AND COMMUNAL AMENITY SPACE, LANDSCAPING, ACCESS, ASSOCIATED CAR AND CYCLE PARKING, REFUSE AND RECYCLING STORAGE, AND SUPPORTING INFRASTRUCTURE

APPLICANT: HATFIELD PARK HOMES LTD

**Introduction**

1.1 This addendum has been produced for the following reasons:

- Incorrect paragraph numbers of the National Planning Policy Framework (NPPF) stated. See Table 1 below which includes the relevant report paragraph, reasoning, and tracked changes to reflect the correct paragraph numbers.
- Report paragraph 10.156 requires re-wording to reflect footnote 8 of the updated NPPF (published on 19 December 2023)
- Report paragraph 10.157 requires re-wording to reflect the updated NPPF and latest 2022 Housing Delivery Test (published on 19 December 2023)

**2. Paragraph number of the NPPF**

Table 1

Report paragraph	Reasoning	Tracked changes
10.40	Paragraph 130(f) of the NPPF referenced but should be paragraph 135(f)	<del>Paragraph 130(f)</del> Paragraph 135(f) of the NPPF outlines, amongst other things, that planning decisions should ensure that developments create places with a high standard of amenity for existing and future users.
10.76	Paragraph 110 of the NPPF referenced but should be paragraph 114	<del>Paragraph 110</del> Paragraph 114 of the NPPF states that developments should ensure “safe and suitable access to the site can be achieved for <i>*all*</i> users”, and that “appropriate opportunities to promote sustainable transport modes can be – or have been – taken up”. It references the new National Model Design Code, of which key quotes include: “New development

		<p><i>should contribute to the creation of well-lit, direct and overlooked pedestrian and cycle routes” and “all streets should be accessible to all members of the community” (paragraph 59 part 1); plus “walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less” (paragraph 33 part 2).</i></p>
10.77	Paragraph 111 of the NPPF referenced but should be paragraph 115	<p><del>Paragraph 111</del> Paragraph 115 of the NPPF states that <i>“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”.</i></p>
10.78	Paragraph 112 of the NPPF referenced but should be paragraph 116	<p><del>Paragraph 112</del> Paragraph 116 goes on to states that <i>“Within this context, applications for development should:</i></p> <ul style="list-style-type: none"> <li><i>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</i></li> <li><i>b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</i></li> <li><i>c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</i></li> <li><i>d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and</i></li> <li><i>e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.</i> </li></ul>
10.93	Paragraph 107 of the NPPF referenced but	<p><del>Paragraph 107</del> Paragraph 111 of the NPPF states that if setting local parking standards for residential and non-residential</p>

	should be paragraph 111	development, policies should take into account: <ul style="list-style-type: none"> <li>a) the accessibility of the development;</li> <li>b) the type, mix and use of development;</li> <li>c) the availability of and opportunities for public transport;</li> <li>d) local car ownership levels; and</li> <li>e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</li> </ul>
10.115	Paragraph 167 of the NPPF referenced but should be paragraph 173	<del>Paragraph 167</del> Paragraph 173 of the NPPF outlines that when determining any planning application, local planning authorities should ensure that flood risk is not increased elsewhere.
10.116	Paragraph 169 of the NPPF referenced but should be paragraph 175	<del>Paragraph 169</del> Paragraph 175 of the NPPF states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should: <ul style="list-style-type: none"> <li>a) take account of advice from the lead local flood authority;</li> <li>b) have appropriate proposed minimum operational standards;</li> <li>c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and</li> <li>d) where possible, provide multifunctional benefits.</li> </ul>
10.119	Paragraph 174 of the NPPF referenced but should be paragraph 180	<del>Paragraph 174</del> Paragraph 180 of the NPPF states, amongst other things, that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.
10.120	Paragraph 180 of the NPPF referenced but should be paragraph 186	<del>Paragraph 180</del> Paragraph 186 of the NPPF sets out the principles local planning authorities should apply when determining planning applications. This includes refusing planning permission if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for.
10.161	Paragraph 134 of the NPPF referenced but	In terms of design, <del>paragraph 134</del> paragraph 139 of the NPPF states that significant weight should be given to:

	should be paragraph 139	<i>“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”.</i>
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### 3. Report paragraph 10.156

3.1 Report paragraph 10.156 states footnote 8 of the 05 September version of the NPPF. The wording of this footnote however has been amended in the updated NPPF (19 December 2023) and now reads as follows:

*“This includes, for applications involving the provision of housing, situations where: (a) the local planning authority cannot demonstrate a five year supply (or a four year supply, if applicable, as set out in paragraph 226) of deliverable housing sites (with a buffer, if applicable, as set out in paragraph 77) and does not benefit from the provisions of paragraph 76; or (b) where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years.”*

3.2 The text in italics in paragraph 10.156 of the report should be replaced with the above text. Track changes to paragraph 10.156 included below for ease.

“Footnote 8 states:

*This includes, for applications involving the provision of housing, situations where: (a) the local planning authority cannot demonstrate a 5 year supply (or a four year supply, if applicable, as set out in paragraph 226) of deliverable housing sites (with ~~the appropriate~~ a buffer, if applicable, as set out in paragraph ~~74~~;77) and does not benefit from the provisions of paragraph 76; or (b) where the Housing Delivery Test indicates that the delivery of housing was ~~substantially~~ below ~~(less than~~ 75% of) the housing requirement over the previous 3 years”.*

### 4. Report paragraph 10.157

4.1 Minor changes are required to report paragraph 10.157 to reflect the updated NPPF and latest Housing Delivery Test which were both published on 19 December 2023. Track changes to paragraph 10.157 as follows:

The Council cannot demonstrate a 5 year supply of deliverable housing sites and the latest Housing Delivery Test indicates that the delivery of housing was ~~substantially~~ below 75% of the housing requirement over the previous 3 years (~~currently 66%~~). Accordingly, the ‘titled balance’ applies and, in this case planning permission should be granted unless:

*“(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.*

In terms of adverse impacts, conflict with Policy SP7 of the Local Plan has been identified in terms of housing mix as it is considered that the submitted evidence has not had sufficient regard to the Council's latest evidence of housing need and market demand. The weight attached to the conflict with Policy SP7 of the Local Plan is however considered **limited** as it is acknowledged that the proposal would contribute, in part, toward meeting the varied needs of different households and the site lends itself to higher density scheme.

END.

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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

### **Introduction**

This addendum provides clarity on certain sections of the main report and amendments to Conditions 13 and 29. It also provides information regarding a late representation from the developer of the adjoining allocation site (HS45).

### **Corrections/Clarification**

#### **1 Background**

1.3 The site comprises housing allocation HS44 rather than 'part of a housing allocation HS44'.

#### **7 Site Designation**

7.1 The site is identified as housing allocation HS44 in the adopted Local Plan.

#### **8 Representations received**

##### **8.1 Support**

- In support of the proposed pedestrian/cycle connection between HS44 and HS45. Suggested an amendment to Condition 13 to allow further discussions between the two developers to ensure the best location for the connection taking into account the design and layout of site HS45.

##### *Object*

- A representation has been received from the landowner of the adjoining allocated site. HS45, who seeks a condition to allow for variation in the location of the pedestrian/cycle pathway.

#### **9 Consultations Received**

9.4 Policy SADM30 was worded on the basis that the HS44 and HS45 would come forward simultaneously for a development of circa 84 dwellings. Had this been

the case then Natural England (NE) would be a statutory consultee. However, in this case, HS44 has come forward independently for a development of just seven dwellings which falls below the threshold for consulting NE. However, NE would be consulted on any future application in relation to HS45, where the development would exceed NE's threshold of 50 dwellings.

## **11 Analysis**

### **1. Principle of the development**

11.4 Although Policy SADM30 encourages allocation sites HS44 and HS45 to be brought forward together as a comprehensive development, they are in different land ownership. Therefore, the application site (HS44) is treated as an independent site and would be accessed directly from Welham Manor.

### **3. Highways and parking considerations**

11.52 The Highway Authority have confirmed their support for the proposed development, including the proposed access and servicing arrangements.

### **4. Other considerations**

#### *i) Ecology and biodiversity*

11.72 Herts Ecology have confirmed that the application is acceptable subject to the recommended conditions.

#### Biodiversity net gain

11.77 Herts Ecology accepted the biodiversity net gain results with regard to the trading rules following the submission of further information. Whilst an objection was raised by Herts & Middlesex Wildlife Trust, greater weight is attributed to the comments from Herts Ecology as a statutory consultee.

#### *iv) Refuse & recycling*

11.92 The Highway Authority raised no objection to the servicing arrangements.

#### *v) Heritage*

11.95 There is also significant intervening vegetation between the application site and the Listed Building.

### **Condition:**

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 and retained thereafter in perpetuity free from any obstruction.

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.

## DRAWING NUMBERS

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

<b>Plan Number</b>	<b>Revision Number</b>	<b>Details</b>	<b>Received Date</b>
1098 PL 103	3	Proposed Ground Floor Plan	20 December 2023
1098 PL 104	3	Proposed Ground Floor Plan	20 December 2023
1098 PL 105	3	Proposed First Floor Plan	20 December 2023
1098 PL 106	3	Proposed Second Floor Plan	20 December 2023
1098 PL 107	3	Proposed Roof Plan	20 December 2023
1098 PL 101	4	Proposed Block Plan	20 December 2023
1098 PL 102	3	Proposed Site Plan	20 December 2023
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		Plans Unit 1	26 April 2023

151		
1098 PL	Plans Unit 2	26 April 2023
152		
1098 PL	Plans Unit 3	26 April 2023
154		
1098 PL	Plans Unit 4	26 April 2023
155		
1098 PL	Plans Unit 5	26 April 2023
156		
1098 PL	Plans Unit 6	26 April 2023
157		
1098 PL	Plans Unit 7	26 April 2023
158		
1098 PL	Refuse Store	26 April 2023
201		
1098 PL	Typical Bike Store	26 April 2023
202		
SK05	Service and Access plan	13 June 2023

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

Lizzie Mugova (Development Management)

Date: 10/01/2024