

<b>ITEM NO:</b>	
<u>Location:</u>	<b>Land To The Rear Of Nos 61 And 61A Radcliffe Road, Hitchin SG5 1QG</b>
<u>Applicant:</u>	<b>Mr Adams</b>
<u>Proposal:</u>	<b>Conversion and extension of existing outbuildings to form two semi-detached 3-bed dwellings including creation of vehicular access off Radcliffe Road together with associated parking and amenity area (as amended by plan received 21.10.20).</b>
<u>Ref. No:</u>	20/01638/FP
<u>Officer:</u>	<b>Andrew Hunter</b>

**Date of expiry of statutory period:**

21 September 2020

**Submitted Plan Nos.:**

20049 PL01, 20049 PL02, 20049 PL03 Rev A, 20049 PL04, 20049 PL05.

**Extension of statutory period:**

Agreed to 20 December 2020.

**Reason for referral to Committee:**

The application is to be determined by Planning Control Committee by reason of being called in by Councillor Ian Albert if officers are minded to recommend approval, for the following reasons:

*My initial grounds for objection to the development proposals at 61 & 61a Radcliffe Road is because of the serious and continuing impact on shared on-street parking for the residents of Radcliffe Road, that would be caused by the proposed second driveway and insufficient off-street parking. Access into this second driveway will reduce parking provision for other residents on the street and there are other alternatives to the current plan.*

*There is no need for local residents to lose out on on-street parking within the CPZ or have any further pressure placed on the serious parking problem in the area by inadequate parking being provided in the development.*

**1.0 Relevant Site History**

1.1 13/01964/1 - 1 x 4-bedroom detached dwelling, 1 x 3-bedroom detached dwelling, 1 x 2-bedroom detached bungalow together with associated rear parking area and detached garage to serve 4-bed dwelling; all following demolition of vacant hostel building – Approved 10/02/14.

1.2 06/00175/1 - Erection of pair of 2-bedroom semi detached dwellings and associated parking spaces following demolition of existing light engineering premises (as amplified by letter dated 18th May) – Approved 26/05/06.

## 2.0 **Policies**

### 2.1 **North Hertfordshire District Local Plan No.2 with Alterations**

Policy 8 – Development in Towns  
Policy 26 – Housing proposals  
Policy 55 – Car Parking Standards  
Policy 57 – Residential Guidelines and Standards

### 2.2 **National Planning Policy Framework**

Chapter 5 – Delivering a sufficient supply of homes  
Chapter 9 – Promoting sustainable transport  
Chapter 11 – Making effective use of land  
Chapter 12 – Achieving well-designed places

### 2.3 **North Hertfordshire Draft Local Plan 2011-2031 - (Approved by Full Council April 2017)**

SP1 – Sustainable development in North Hertfordshire  
SP2 – Settlement Hierarchy  
SP6 – Sustainable transport  
SP8 - Housing  
SP9 – Design and sustainability

T1 – Assessment of transport matters  
T2 – Parking  
HS3 – Housing mix  
D1 – Sustainable Design  
D3 – Protecting Living Conditions  
D4 – Air quality  
NE1 - Landscape

### 2.4 **Supplementary Planning Document**

Vehicle Parking at New Development SPD (2011)

## 3.0 **Representations**

### 3.1 **Site Notice:**

Start Date: 05/08/2020      Expiry Date: 28/08/2020

### 3.2 **Press Notice:**

Start Date: N/A      Expiry Date: N/A

### 3.3 Neighbouring Properties:

Eight objections were received from dwellings on Radcliffe Road and Walsworth Road, including Nos. 8, 11 and 5 The Cloisters Radcliffe Road, and 43a Walsworth Road. The objections also include a petition of 44 signatures from residents of Radcliffe Road opposed to the application.

These objections are on the following grounds:

- Strongly object.
- Cannot support the proposals due to second driveway and inadequate off-street parking.
- Second driveway reduces on-street parking for other residents by at least two spaces.
- Previous applications noted insufficient parking.
- Residents of the new properties will give visitor parking permits to guests, displaying residents and reducing amenity.
- Reduction in proposed parking provision from NHDC's standards not justified.
- Most residents on Radcliffe Road own at least one car, many own 2 or 3 with visitors.
- Often impossible to find a space on the street or in the CPZ (Controlled Parking Zone).
- A petition of 54 signatures asking HCC to withdraw permission for a dropped kerb at 61a Radcliffe Road is evidence of this.
- Other recently similar approved developments claimed in the Design and Access Statement used existing accesses or didn't reduce on-road parking amenity.
- Potential future development at Nos. 59, 60 and 61a Radcliffe Road. This with the current application could make future parking pressure intolerable.
- The application form incorrectly states there are 0 parking spaces – Google Earth shows 6 car parked on plots 1 and 2.
- Planning application 16/00562/1 was granted on the basis of 8 spaces being provided.
- This development will remove 6 spaces on the site and 2 on-street spaces.
- Any development should use the existing driveway north of No. 61 Radcliffe Road, allowing two spaces per home.
- Block light to my garden and property.
- More windows will allow direct views into my garden and windows.
- Increase in noise pollution.

### 3.4 Statutory Consultees:

Environmental Protection (Air Quality) – No objection.

Waste Officer – No objections.

Hertfordshire County Council highways – Does not wish to restrict the grant of permission subject to conditions.

#### COMMENTS

The proposal comprises of the conversion and extension of existing outbuildings to form two semi-detached 3-bed dwellings including creation of vehicular access off Radcliffe Road together with associated parking and amenity area.

## VEHICLE ACCESS

To implement the development the new access would require the removal of at least one of the existing controlled parking zone parking bays along Radcliffe Road that is designated as a one-way local access road subject to a speed limit restricted to 30 mph.

Within section 8 of the application form Pedestrian and vehicle access, roads and rights of way the applicant has implied that there is a new vehicle access proposed from the public highway to the property.

Prior to commencement of the development, the applicant would need to show current written evidence of the approval of the vehicle cross over from HCC and support from North Herts District Council for the shortening of the controlled parking zone promulgated through a traffic regulation order.

The width of access is acceptable for this small scale development and complies with Roads in Herts Highway Design Guide. Moreover, a single lane access will normally be sufficient to serve up to 3 individual dwellings (reference; Roads in Herts Highway Design Guide Section 2; 8.5.4. Shared Private Drives / Access). Page 29 (MfS 2.75 metres).

## PARKING AND TURNING

Parking provision should be provided to comply with the North Herts District Council SPD on parking at new development.

More details are required to show that the turntable facility can be achieved and how it is operated by delivery drivers and all residents with an agreement for the facility to be maintained jointly in perpetuity to be included as part of the planning permission

## HIGHWAY SAFETY - Visibility along the highway from the existing access

Vehicle to vehicle inter-visibility and pedestrian visibility would be provided when implementing the vehicle cross over. A site visit undertaken showed that the above mentioned visibility is acceptable for vehicles entering and exiting the site and complies with levels of visibility found in Manual for Streets [Visibility splays at junctions 7.7 and visibility along the street edge 7.8.3]

## WASTE COLLECTION

The bin storage area is not shown located in an accessible location, the bins should be stored in an area that can be accommodated with 15 m of the public highway and any method of collection should be agreed with North Herts District Council collection agency.

Reference: Manual for Streets section 6.8.11 Department for Transport (DfT) 2007 (BSI 2005 BS 5906: Waste Management in Buildings – Code of Practice. London:BSI. Roads in Hertfordshire – Highway Design Guide North Herts District Council - Waste collection

## IMPACT ON THE LOCAL HIGHWAY NETWORK

### Traffic generation

Within Section 9. Vehicle parking the applicant indicated that there is an increase of parking provision by three spaces therefore there is no significant increase to traffic generation.

The new development will have appropriate off-road parking and a turning facility to enable the residents vehicles to turn around and egress the access in forward gear.

#### ACCESSIBILITY BY PUBLIC TRANSPORT

Pedestrians have access to an extensive network of footways which are on both sides of the road within the vicinity of the site and are complimented by crossing facilities.

The town centre and local facilities have a realistic access from the development by walking and cycling the rail station is 570 metres away. The nearest bus stops are located along the adjacent connecting roads to the site along Walsworth Road and Nightingale Road within 300 metres of the development there are links to Letchworth, Stevenage and Welwyn.

#### CONCLUSION

Hertfordshire County Council as Highway Authority has considered that the proposal would not have an unreasonable impact on the safety and operation of the adjoining highways and do not wish to restrict the grant of planning permission on highway grounds subject to the above recommended planning conditions and highway informative.

Environmental Health (Noise) – No objections.

Environmental Health (Land Contamination) – No objections.

Parking Manager - So far as I am concerned there should not be a problem caused by dropping the kerb for a driveway

## 4.0 **Planning Considerations**

### 4.1 **Site and Surroundings**

- 4.1.1 The majority of the site comprises a two storey building with a pitched roof and two single storey projections which was used as storage/offices, and is now redundant. The site also includes a strip of land south and adjacent to No. 61a Radcliffe Road, extending to the public highway. The blue-edged land comprises a pair of two storey semi-detached dwellings and ancillary land to the rear, including a vehicular access from Radcliffe Road. Rear party boundaries predominantly comprise 2m high walls and fences.
- 4.1.2 Properties adjacent and near the site are residential dwellings, with the area having a predominantly residential character. A church is to the north, and a shop is to the south. A small eastern part of the site is within a Conservation Area. Radcliffe Road is included in a Controlled Parking Zone.

## 4.2 **Proposal**

- 4.2.1 Planning permission is sought for the change of use of the redundant building to two 3 bedroom dwellings. Various enlargements and external alterations are proposed in association with the change of use, the key changes being a two storey front extension with an increase in roof height, a pitched roof on the flat roof of that respective single storey projection and a reduction in its depth, a single storey front and side extension, and alterations to external materials and openings.
- 4.2.2 Each dwelling would have a courtyard garden area to the front of their plots. Each dwelling would have one parking space, with bin storage areas between the parking spaces and the south boundary of the site. The parking area would include a turntable for vehicles to exit the site in a forwards gear, and a parking space for No. 61a Radcliffe Road.
- 4.2.3 Vehicular access to the site would be by a proposed new crossover onto Radcliffe Road, between Nos. 61a and 62. The crossover would open onto an existing on-street marked parking bay, part of which would be removed to provide access to the crossover.

## 4.3 **Key Issues**

- 4.3.1 The key issues for consideration are as follows:
- The acceptability of the principle of the proposed works in this location.
  - The acceptability of the design of the proposed development and its resultant impact on the character and appearance of the area.
  - The impact that the proposed development would have on the living conditions of neighbouring properties.
  - Whether the proposal would provide an acceptable standard of accommodation for future occupiers of the dwellings.
  - The impact that the proposed development would have on car parking provision and the public highway in the area.

### Principle of Development:

- 4.3.2 The site is within Hitchin, a Town under Policy 8 of the adopted Local Plan. Policy 8 states that the Council will normally permit proposals to meet the majority of the development needs of the District if the aims of other relevant policies are met. New residential development and extensions and alterations to existing buildings are acceptable in principle. Policy SP2 of the emerging Local Plan states that the majority of the District's development will be located within Towns, including Hitchin. The proposal is acceptable in principle, subject to other detailed policies being complied with.

#### Character and appearance:

- 4.3.3 The building the subject of the application and the land to its east are in a relatively poor condition. The proposal would result in visual improvements to the building and site which would benefit them and the wider locality. Small-scale residential is considered acceptable here given the location and previous fairly recent planning permissions for new residential in the same location. The enlargements to the building are relatively small in size and would be subordinate, and would be of a design in keeping with its character and appearance and the locality. The new external materials of slate roof tiles, timber cladding, off-white render, red bricks and dark aluminium-framed fenestration are considered of an acceptable quality in respect of the application site, and of the wider locality which includes buildings of a mix of materials.
- 4.3.4 The landscaping proposed for the wider site is considered acceptable, with planting further enhancing the site. Details of hard surfacing and planting have not been provided, however these can be required by an appropriate condition. Bin storage is in an acceptable and accessible location within the site and from the public highway.

#### Impacts on Neighbouring Properties:

- 4.3.5 The site shares boundaries to its south and east with dwellings and their rear gardens. Dwellings to the north of Nos. 61 and 61a Radcliffe Road would not be affected due to their distance from the proposed development.
- 4.3.6 Nos. 62 and 63 Radcliffe Road have rear and side boundaries that adjoin the application site, with the building the subject of the conversion extending along both rear boundaries of these dwellings. The southernmost single storey projection that would have an altered roof would be at an oblique angle from No. 63 as the amended roof would be adjacent to the rear boundaries of Nos. 41 and 42 Walsworth Road, and would not affect Nos. 63 and 62.
- 4.3.7 The enlargements and alterations to the building that would be most evident to Nos. 62 and 63 would be an increase in its ridge height, a change of the roof materials, and new rooflights on the rear roof slope. The proposed ridge increase would be approx. 0.4m, with the ridge being 3.1m from the boundaries of those dwellings – this would be a small increase in height with limited impacts, which I do not consider harmful to amenity. The change of roof materials to slate would result in the eaves being approx. 10cm higher, which I also consider small and not harmful to amenity.
- 4.3.8 Nine new rooflights would be proposed. Due to their siting on the rear roof slope for first floor accommodation, they would provide outlook from those rooms of the sky and would not result in loss of privacy to Nos. 62 and 63. The existing rear roof slope presently contains 9 rooflights of a similar size to those proposed, therefore I do not consider that perception of loss of privacy would be materially greater than the present situation. Impacts on the amenity of Nos. 62 and 63 Radcliffe Road are considered acceptable.

- 4.3.9 The site shares a boundary with Nos. 41, 42, 43 and 44 Walsworth Road. The enlargement of the two storey part of the building would be small and set away from the boundaries of the above dwellings, and is not considered harmful.
- 4.3.10 The enlargement of the building that would be most evident to Nos. 41, 42 and 43 would be a single storey front extension and alterations to the roof of an existing single storey side projection. This extension would be to the north of the above Walsworth Road dwellings with a roof sloping away from them, therefore I do not consider it would appear overbearing or result in loss of light to their main habitable rooms. The extension would be more visible from the rear gardens of those dwellings, however as it would be at the ends of those gardens and single storey with a roof sloping away from them, I do not consider that it would appear harmfully overbearing. The rooflights proposed on the roof slope would serve ground floor accommodation which would provide outlook primarily of the sky with only oblique views of No. 42 Walsworth Road, therefore I do not consider that loss of privacy and amenity would be caused.
- 4.3.11 The conversion to residential would result in the first floors being primarily used for bedrooms, with the two largest bedrooms of each dwelling having front elevation windows facing the rear gardens of No. 43 and 44 Walsworth Road. Views of the garden of No. 43 would be oblique, and restricted by the closest window being at a higher level and by the adjacent pitched roof proposed of the front and side extension, therefore I do not consider No. 43 would experience harmful loss of privacy and amenity.
- 4.3.12 The first floor front windows would be approx. 10.3m from the boundary of the site with the rear garden of No. 44 Walsworth Road. Guideline 7 of Policy 57 of the adopted Local Plan states that a distance of 30m between the rears of dwellings may achieve a minimum degree of privacy, which infers that a distance of 15m from the rear of one dwelling to a boundary fence would be acceptable. This is a guideline therefore new development does not need to rigidly comply with the above distances. The 10.3m distance to the boundary with No. 44 is in any case not considered unreasonable in this central location in Hitchin where densities are higher and buildings closer together. In addition the first floor bedroom windows proposed would face towards the end of the rear garden of No. 44 and would not directly overlook its rear elevation, therefore I do not consider that loss of privacy and amenity would be caused to that dwelling.
- 4.3.13 The change of use would result in an increase in the intensity of the use of the site. As only two relatively modest dwellings are proposed it is considered that the potential for noise and other disturbance would be limited. It is also not considered that such impacts from the use itself would be significantly different to those from other residential uses granted planning permission at the site. For the reasons above I do not consider that the proposal would be harmful to residential amenity.

Amenity of Future Occupiers:

- 4.3.14 Paragraph 127 (f) of the NPPF states that “*decisions should ensure that developments... create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity of future and existing users*”. Paragraph 127 (f) is largely reflected in Guideline 8 of Policy 57 in the Saved Local Plan and Policy SP9 of the Emerging Local Plan.
- 4.3.15 The main habitable rooms of the proposed dwellings are largely considered to be of an adequate size and would receive sufficient outlook and light. The exception is Bedroom 3 of each dwelling which would be approx. 6 m<sup>2</sup> and below the 7.5 m<sup>2</sup> of the March 2015 Technical Housing Standards and would have two rooflights above a normal window level, although I acknowledge the difference in floor space is not large and the use of two rooflights would provide outlook and light. The proposed dwellings would not be harmfully affected by neighbouring properties.
- 4.3.16 The gardens would be small, however they would provide some private amenity space. Given the constraints of the site and the denser town centre location where there is less space generally, I do not consider the amount of private amenity space unacceptable. The site is also a short walk from the large area of public open space Windmill Hill to the south-west, therefore I consider available amenity space acceptable. Living conditions of future occupiers are considered acceptable.

Parking and Highways:

- 4.3.17 The creation of a new crossover onto Radcliffe Road has not raised objections from the County Council highways officer regarding public safety, therefore I do not consider that the crossover is unacceptable with regards to the safe operation of the public highway.
- 4.3.18 Each dwelling would have three bedrooms and one parking space. The Council’s parking standards for dwellings with two or more bedrooms are for a minimum of two parking spaces, therefore each dwelling would have one less space than the minimum. Appendix 4 of the emerging Local Plan states:

*Reductions will be considered only in exceptional circumstances e.g. in town centres or other accessible locations with the availability of a range of local services and good local sustainable transport options and for e.g. small-scale conversion of buildings for a small number of residential units in defined town centres.*

- 4.3.19 The site is close to Hitchin town centre and is accessible on foot and by bicycle, and the site is also within comfortable walking distance of rail and bus transport. There are also some local shops nearby on Walsworth Road within easy walking distance, while the proposal is considered to be a small-scale conversion for a small number of residential units. Taking the above into consideration the site is very sustainable where not every journey would be made by car, while both dwellings would at least have one parking space which would help to minimise parking pressures in the wider area. I consider that a reduction in parking provision can be justified in this instance due to the above factors. Cycle parking provision can be adequately provided in the curtilages of the proposed dwellings.
- 4.3.20 Both parking spaces would be in a small part of the site with no space available to reversing so that vehicles could exit the site in a forwards gear. To deal with this, the proposal includes a 4.5m wide turntable. The County Council highways officer has recommended that a condition be imposed on any permission granted requiring details of the future management and maintenance of the turntable, and for the turntable to be operated in accordance with any such approved details. I consider this approach acceptable in ensuring the retention of the turntable and enabling the proposed parking spaces to be accessed safely and conveniently.
- 4.3.21 The entrance to the proposed vehicular access would be on Radcliffe Road, and would involve removing a length of allocated on-street parking measuring approx. 5.4m. Manual for Streets defines one on-street parking space parallel to the street as typically needing to measure 6m in length (paragraph 8.3.48). On this basis, the proposal would remove one parking space which is allocated for permit holders, in an area that experiences high demands for parking and consequent pressures. The high level of objections from local residents on this issue is indicative of this.
- 4.3.22 The loss of one on-street allocated parking space is therefore an impact caused by the proposed development. However there have not been concerns raised by the Council's parking section in relation to the loss of the parking space, therefore it is considered that this is a harm that is limited and one that needs to be weighed in the overall planning balance against the proposal. On this basis there are no reasonable grounds for objections to the loss of the single allocated parking space. The proposal is considered acceptable in all other aspects relating to parking and impacts on the public highway.

### Climate Change Mitigation:

4.3.23 The NPPF supports the transition to a low carbon future and the increased use of renewable energy sources. North Hertfordshire District Council has declared itself a Climate Emergency authority and its recently adopted Council Plan (2020 – 2025) seeks to achieve a Council target of net zero carbon emissions by 2030 and protect the natural and built environment through its planning policies. The development in Section 5 of its Planning Statement states that the dwellings would be an improvement on the minimum Building Regulations standards. Emerging Local Plan Policy D1 seeks to reduce energy consumption and waste. To assist in achieving these aims, Electric Vehicle Charging points will also be conditioned to be installed on the two parking for spaces for each of the proposed new dwellings.

## 4.4 **Conclusion**

4.4.1 The LPA is not able to demonstrate a five year housing land supply. The tilted balance set out in paragraph 11 of the NPPF is engaged as the proposal is not considered harmful to the Conservation Area. This requires granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

4.4.2 The adverse impacts are:

- The loss of an on-street parking space. I consider this harm limited on the basis of the absence of objections from the Council's parking section.
- The smallest bedroom of each dwelling being under the internal space sizes of the Technical Housing Standards with no windows. I consider this harm limited though as the difference in size is small at 1.5 sqm, and the use of two rooflights for each bedroom would provide some outlook and light.

4.4.3 The benefits are:

- Two new dwellings in a sustainable location. I consider these benefits limited to moderate as only two new dwellings would be provided.
- Visual improvements to the site from the re-development. I consider these benefits moderate as the condition of the existing site has limited visual impacts on the wider locality therefore its redevelopment will not result in significant improvements in this respect. The condition of the existing site largely relates to the appearance of the roof of the building and the yard in front and the general untidiness of the site. In this context the improvements to the site itself are considered a moderate benefit.

4.4.4 It is considered that the adverse impacts from the development would be very limited while the benefits would be moderate. In the context of paragraph 11 of the NPPF, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. In this case the benefits are considered to outweigh the adverse impacts, therefore it is recommended that planning permission is granted.

#### 4.5 **Alternative Options**

4.5.1 None applicable

#### 4.6 **Pre-Commencement Conditions**

4.6.1 Pre-commencement conditions as below are recommended, which have the agreement of the applicant.

#### 5.0 **Legal Implications**

5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

#### 6.0 **Recommendation**

6.1 That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. Prior to occupation of the approved development, the following landscape details shall be submitted:

a) what new trees, shrubs, hedges and grassed areas are to be planted, together with the species proposed and the size and density of planting

b) the location and type of any new walls, fences or other means of enclosure and any hardscaping proposed - hard surfaces shall be of porous materials, or provision shall be made to direct run-off water from the hard surfaces to a permeable or porous area or surface within the curtilages of the dwellings

Reason: To ensure the submitted details are sufficiently comprehensive to enable proper consideration to be given to the appearance of the completed development.

4. The approved details of landscaping shall be carried out before the end of the first planting season following either the first occupation of any of the buildings or the completion of the development, whichever is the sooner; and any trees or 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 during the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to vary or dispense with this requirement.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality.

5. Prior to occupation, each detached property shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

6. Land Contamination Condition

(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

(e) Any contamination, other than that reported by virtue of condition (a) and (b), encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site.

Reason: To ensure that any contamination affecting the site is dealt with in a manner that safeguards human health, the built and natural environment and controlled waters.

7. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

The Construction Management Plan shall consist of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. 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, pedestrian routes 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).

8. No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority in conjunction with HCC in relation to the proposed arrangements for future management and maintenance of the proposed turntable retained at the position shown on the approved drawing number 20049 PL03 within the development. The turntable shall thereafter be maintained and operated in accordance with the approved management and maintenance details in perpetuity.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

9. Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved drawing number 20049 PL03. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

10. The gradient of the vehicular access shall not exceed 1:20 for the first 5 metres into the site as measured from the rear edge of the adjacent footway.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.