

ITEM NO: Location: Land across verges at Royston Bypass, Royston

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Applicant: Linden (Royston) LLP

Proposal: New roundabout and access from the A505 to serve residential development

Ref. No: 17/02470/1

Officer: Naomi Reynard

Date of expiry of statutory period:

18 January 2018

Reason for Delay

N/A

Reason for Referral to Committee

This application is for operational development on a site under 1Ha, therefore the application can be determined under delegated powers. However, officers are seeking a resolution from Members for the reasons set out in paragraph 4.3.1 below.

1.0 Relevant History

- 1.1 An application for the residential development of this site as part of a much larger scheme was submitted in 1987 to South Cambridgeshire District Council. The application was refused and dismissed at an appeal in 1989, by which time the land had transferred into the North Hertfordshire administrative area. At that time the appeal was dismissed on the basis of the impact it would have on what was then protected agricultural land, that there was an adequate supply of housing land, that the site was of high landscape value and that the impacts for Royston and its hinterland had yet to be assessed through the planning process.]
- 1.2 Since the time of that appeal in the late 1980s, part of the appeal site has been developed to provide what is known today as the Twigdens estate, the Royston leisure centre and the expanded Meridian school
- 1.3 A request for a screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, in January 2014. The purpose of this is to establish whether or not the Council considered the proposed development to be Schedule 2 Development requiring an Environmental Impact Assessment (EIA). The view given by officers was that whilst the development would be Schedule 2 development, it would not require an EIA, having regard to the indicative thresholds set out in Annex A to Circular 02/99 (A18 and A19) as well as other relevant guidance.
- 1.4 Outline planning permission was granted on 7th December 2016 (ref. 14/02485/1) for residential development and community open space with new access onto the A505 (all matters landscaping, layout, access, scale, appearance reserved). (As amended by documents and plans received 27 February 2015).

- 1.5 Several applications for approval of details reserved by condition on planning permission ref. 14/02485/1 were submitted at the same time as this application.

At the time of writing this report the Phasing Plan (Condition 2) had been agreed and the Reptile Study (Condition 12) has been approved, but the condition cannot be fully discharged until further proposed works carried out and reports submitted and approved by the Local Planning Authority. The applications in relation to Condition 6 (Noise mitigation measures) and Condition 7 (Surface water details) are likely to be determined this month. The applications in relation to Condition 8 (Highway works) and Condition 9 (Footpath adoption) have been withdrawn and information relating to these conditions will be submitted in due course. With regard to the application for approval of details reserved by Condition 9 (Highways works) the Highways Authority advised that this condition cannot be discharged until technical approval has been given by the Highway Authority. The process of assessing the detailed submission is underway and has not been completed.

- 1.6 A reserved matters application has been submitted for approval of reserved matters comprising of access, landscaping, layout, scale and appearance of Phase 1 the development (pursuant to Outline application 14/02485/1 granted 07/12/2016) (ref no 17/02627/1). This application is under consideration and will be referred to the Planning Control Committee in due course.

2.0 Policies

2.1 North Hertfordshire District Local Plan No. 2 - with Alterations (Saved Policies):

LP6 Rural Areas Beyond the Green Belt
LP9 Royston's Development Limits
LP26 Housing Proposals

2.2 National Planning Policy Framework (NPPF):

SECT1 Building a Strong, Competitive Economy
SECT4 Promoting Sustainable Transport
SECT6 Delivering Wide Choice High Quality Home
SECT7 Requiring Good Design
SECT9 Promoting Green Belt Land

2.3 North Hertfordshire District Submission Local Plan (2011-2031):

XD1 Sustainable Design
XHS1 Local Housing Allocations
XD1 Sustainable Design
XD3 Protecting Living Conditions
XNE1 Landscape
XNE2 Green Infrastructure
XNE6 Designated Biodiversity/Geological Sites

2.4 Design Supplementary Planning Document

3.0 Representations

- 3.1 **Hertfordshire County Council (Highways):** Does not wish to restrict the grant of permission and recommends the conditions and informatives set out below.
- 3.2 **Environmental Health (Noise):** No objections
- 3.3 **Environmental Health (Air Quality):** No objections

- 3.4 **Environment Agency:** No comments as this application has been logged on their low risk spreadsheet as it's in a Flood Zone 1 and does not have any other constraints.
- 3.5 **Hertfordshire Ecology:** Recommended condition (relating to reptiles) and informative (relating to removal of trees and shrubs) As set out below.
- 3.6 **Historic Environment Advisor, Hertfordshire County Council** – Awaiting response – update will be provided at committee meeting.
- 3.7 **Royston Town Council:** *“Royston Town Council Members have no objection to the principle of a new roundabout as access to the new estate. However, Members strongly urge the District Council to push for the dualling of the carriageway of the A505 between the A10 and Newmarket Road junctions as part of the works being undertaken. Members are concerned about highway safety on the single carriageway section of the A505. Members would like to see the following measures introduced in the interest of highway safety:*
- *Clear signage regarding the changes in the road from single carriageway to dual carriageway and vice versa in the other direction.*
 - *Double white lines for the complete section of the A505 from the new roundabout to the A10.*
 - *A speed limit of 50mph for the section of the A505 from the new roundabout to the A10.*
 - *Construction of a joint footpath/cycle path on the West side of the A505 from the new roundabout to link into the existing footpath/cycle path that circles the Twigden estate.”*

4.0 Planning Considerations

4.1 Site & Surroundings

- 4.1.1 The site is a 0.98 Ha in size. It includes some Highways land and some of the site to the south of the A505, which has outline planning permission for residential development. This site is currently an arable agricultural field to the north of Newmarket Road and east of Garden Walk in Royston.

4.2 Proposal

- 4.2.1 The proposal is for a roundabout and access from the A505 to serve the residential development granted outline planning permission ref. 14/02485/1.

4.2.2 Key Issues

- 4.2.3 The key issues shall be discussed under the following headings:

- Process
- Principle of development
- Highways safety
- Wildlife
- Tree removal
- Archaeology
- Other matters

4.2.4 Process

There has been some discussion with regard to the process and sequence of dealing with the applications on this site. The application is for operational development on an area of land below 1Ha, therefore technically the application can be determined under delegated authority. However, outline planning permission (14/02485/1) was granted in 2016 with all matters reserved, including access. The reserved matters applications are going to be submitted in phases. A phasing plan has been approved under ref.17/02651/1DOC – application for approval of details reserved by condition. A reserved matters application has been submitted for Phase 1 (ref no 17/02627/1). This application is under consideration and will be referred to Planning Control Committee in due course. As such it was not considered appropriate to determine this application for the roundabout under delegated powers as this could be seen to be predetermining Members decision on the reserved matters application. The applicants have requested that this application for the roundabout be determined so that they can move forward with their S278 discussions with the Highways Authority. Whilst it is not considered appropriate for the application to be determined prior to the reserved matters application it has been agreed that this application be referred to Planning Control Committee with a resolution to grant planning permission following any grant of planning permission for the reserved matters application (ref 17/02627/1). This application for the road could then be determined under delegated authority immediately following the committee meeting where the reserved matters application is determined.

However, we have requested from the agent suitable written confirmation from Hertfordshire County Council Highways Authority to confirm that should Members of the NHDC Planning Control Committee agree a resolution to grant planning permission as set out in the recommendation below (not a planning permission) that this would be sufficient for them to progress the S278 Agreement negotiations. Should this suitable written confirmation not be received prior to the Planning Control Committee then this application will be taken off the agenda.

4.3.5 Principle of development

There is no objection in principle to the proposed new roundabout and access, as whilst a reserved matter this has effectively been agreed in principle at the outline application stage (14/02485/1). The principle of residential development on the adjacent site has been agreed at the outline application stage and it is not considered necessary to repeat the discussion covered in the committee report for application ref. 14/02485/1. In essence it was concluded that the adverse impacts of the development would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole or individually (paragraph 14 of the NPPF).

4.2.6 Highways Safety

Copied below is the discussion with regard to the means of access as set out in the committee report for the outline application ref. 14/02485/1:

4.2.7 “The Proposed Access

The first point to note is that the means of access to the site is still a reserved matter and, at this stage, it is actually only a requirement for the applicant to show that the development site can be accessed from the public highway. Having said that, there have been extensive discussions between officers of this council, the applicant and the highways team from Hertfordshire County Council.

At the time the application was submitted in October 2014, it was envisaged by the applicant that the access to the site would be taken from Newmarket Road. However, following discussions and advice from the highway authority, it was established that the proposed junction design and location on Newmarket Road would not be acceptable for the predicted volume of traffic or in highway safety terms. In order to create an access in this location a roundabout solution would have had to be designed and this in turn presented concerns with regard to the amount of mature vegetation and earthworks that would have had to take place on the higher ground on the southern section of the site, all of which would be likely to have some significant visual impact.

Following the advice of the highway authority the applicant has looked at other access options for the site and arrived at the option which is now in front of the Council as part of this outline planning application. This option allows for the creation of a new roundabout access from the A505, located on the flatter area just to the north of the existing cutting through the chalk slope. This option has been considered by the County Council's highways panel and is acceptable in principle. On the basis of the advice received from the County Council, I am satisfied that this access is deliverable and would provide a safe and appropriate access to the development site.

Whilst the main vehicular access to the site would be from the new roundabout on the A505, a second, emergency and bus access is also required for a development of this size. It is proposed that this should be taken from the end of Garden Walk and would be restricted to use by the emergency services and the extended No.16 bus service. It is both my view, and that of the Highway Authority, that to allow general use of this access would have an unacceptable impact on both the living conditions of residents of Garden Walk and the safe vehicular use of Garden Walk. However, it is necessary to have some limited use as an emergency access and for the continuation of the bus service and, in my opinion, this would not have an unacceptable impact on the living conditions or safety of the existing residents in Garden Walk and the surrounding area. This is a view which is also shared by the Highway Authority."

4.2.8 The Highways Authority has been consulted on the current application and does not wish to restrict the grant of permission and has recommended the conditions and informative below.

4.2.9 The Highways Authority provided the following comments on the application:

"The proposal consist of a new roundabout and access from the A505 to serve residential development approved by outline planning permission reference 14/02485/1. At the Outline application stage, it was considered that the proposed new roundabout on the A505 has the potential to improve the safety record at the A505/Newmarket Road junction because traffic speeds on the A505 should be reduced in the vicinity of Newmarket Road as a result of the roundabout.

The principle of accommodating a proposed roundabout has therefore been agreed. This is a submission of a preliminary design. However detailed submission is required in accordance with DMRB 16/07 'Geometric Design of Roundabouts' and County's RiH.

The capacity of the roundabout has been assessed against traffic flow conditions in 2022 following the opening of the proposed development. The results of the capacity assessment show that the roundabout is predicted to operate well within capacity during the weekday AM and PM peak hours. In addition, Road Safety Audit has been undertaken. Accordingly, the principle of proposed roundabout junction arrangements is considered acceptable subject to above recommended planning conditions.

The Technical Note submitted does not contain any information regarding the potential impact on the highway network during the construction of the proposed development. Any subsequent application is required to assess the impacts on traffic flow, safety and parking during the construction of the proposed development. To cover this issue, planning conditions have been recommended accordingly. A s278 Agreement is also required to secure the proposed works and this has been covered in the above informative.”

4.2.8 The comments from Royston Town Council (see above) are noted and these were sent to the Highways Authority to take into account in their consideration of the proposal.

4.2.9 With regard to Royston Town Council’s comments the applicant’s transport consultants have reviewed the response from Royston Town Council in respect of the access application. It is noted that whilst they have no objection to the proposals, they did raise some points, which MLM (the applicant’s transport consultants) have provided the following response to:

- “1. Clear signage will be provided. Details will be provided as part of the S278 application to Hertfordshire Highways***
- 2. Double white lines, presumably to the centre of the road. We can include these within the S278 application, however it will be Hertfordshire Highways decision to whether they accept these***
- 3. We are not proposing a 50 mph speed limit between the roundabout and the A10. This matter has not been raised as part of the Stage 1 Road Safety Audit (RSA). If it is raised at Stage 2 or 3 RSA then it will be looked at.***
- 4. A new footway/cycleway is not part of the approved planning permission.***

Regarding dualling between the new roundabout and the A10, this is not part of the approved planning permission.”

4.2.10 This response is noted. The Highways Authority has confirmed that they were aware of Royston Town Council’s concerns when they made their comments on this application. Given that the Highways Authority has raised no objections, it is considered that there are no sustainable reasons to withhold planning permission on highways safety grounds.

4.2.11 Wildlife

Hertfordshire Ecology were consulted on the application and made the following comments:

“It is noted that part of the application site overlaps with that associated with Planning Permission 14/02485/1. Condition 12 of that permission, relating to the presence of reptiles, is yet to be discharged in full. Information supplied for the discharge of the condition reveals the presence of a low population of Common Lizards on land between two hedgerows that will be affected by this application. This result suggests that Common Lizards may be present more widely within the site covered by this application, including the verges of the road. It would be appropriate to request further survey information concerning the distribution and abundance of reptiles within the application site to inform a mitigation strategy, which should then be integrated with mitigation required for the discharge of condition 12 of the existing planning permission. As it is clear that, subject to the production and implementation of an appropriate method statement, it is possible for impacts on reptiles to be satisfactorily mitigated, considering the relatively small part of the available habitat that will be affected, it would be acceptable for the provision of this information to be the subject of a pre-commencement condition. I am therefore satisfied that this application can be determined accordingly.”

Following discussions with the applicant's ecologist Hertfordshire Ecology have provided amended comments as set out below:

“Further to my comments submitted on 16th November 2011, I have received communication from the applicant's ecologists that suggests that the presence of reptiles on the verges to be affected by the proposals can be assumed without the need for further survey, based upon concerns over the efficacy and safety of surveying on a road verge. Given the small area of habitat to be affected, I believe that this would be an acceptable approach, dependent on the receipt of a satisfactory mitigation method statement.

I therefore recommend an alteration to my previously suggested condition wording to the following:

“Prior to the commencement of any phase of the development, hereby permitted, a reptile mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme of mitigation shall be implemented in full on site, with evidence of successful completion provided to the Local Planning Authority.”

As such the updated condition is recommended below.

4.2.12 Tree removal

There is a row of trees along the north eastern boundary of the site, which are covered by a group Tree Preservation Order. The proposal would involve the loss of some of these trees. The following comments were made in relation to the proposed tree works in the committee report for the outline application (14/02485/1):

“The result of this is that the new roundabout and access road would be built through an area of trees and vegetation that is subject to a Tree Preservation Order (TPO). The TPO in question is one which was made by South Cambridgeshire District Council, prior to the transfer of this land to North Hertfordshire. The TPO covers a group of approximately 20 trees which include two mature Beech trees and a group of semi-mature Elm trees. How affected these trees would be by the proposed access has been considered by the applicant in their Landscape and Visual appraisal addendum. This document notes that the two mature Beech trees would remain approximately 13 metres from the proposed roundabout and so could be retained. A number of the Elm trees may have to be removed in order to provide adequate visibility for drivers, as well as some Blackthorn, Hawthorn and Bramble vegetation. In my view, the loss of this vegetation, albeit that some of it is subject to a TPO, is acceptable and would not result in any material harm to the appearance of the surrounding area. I also think that it is important to consider this, more limited removal of trees, against the original proposal for access from Newmarket Road. The latter would, in my opinion, been far more harmful, both in terms of the loss of mature trees as well as landscape impact.”

I concur with this view. This current application is accompanied by a Tree Report, Tree Reference Plan and Arboricultural Impact Assessment. It is considered that none of the trees to be removed as part of this development (groups of Wych Elm trees, Hawthorn and Blackthorn and some mixed deciduous saplings) are of such high quality that the Local Planning Authority would raise objections to their removal. These trees have amenity value as a group rather than individually and it is considered that the loss of some of the trees to allow for the access would be acceptable and would not result in any material harm to the appearance of the surrounding area. The two Beech trees are shown to be retained. There are landscaping conditions on the outline permission and landscaping is a reserved matter so will be covered by the reserved matters applications. Protection of retained trees is covered in the Arboricultural Impact Assessment and the standard tree protection condition is recommended below. This permission would act as the granting of Tree Preservation Order Consent for the removal of the specified trees by the Local Planning Authority.

4.2.13 Archaeology

The Historic Environment Advisor, Hertfordshire County Council, was not initially consulted on this application. They have now been consulted and an update will be provided at the Planning Committee Meeting.

4.2.14 Other matters

No objections have been received from the Environmental Health Team or the Environment Agency.

Herts Fire and Rescue were consulted on the outline application and did not raise any objection to the application, but set out their list of standard requirements with regard to proximity to hydrants, vehicle access etc. Given that they did not recommend conditions they were not consulted on this application.

The Countryside Access Officer, Access & Rights of Way Team, Hertfordshire County Council, was not consulted on the outline application (14/02485/1) and has not been consulted on this application. However, they have been consulted on the Phase 1 reserved matters application (17/02627/1) and an application for the approval of details in relation to Condition 9 (17/02704/1). Some of their comments on the latter are relevant to this application and are copied below:

“There is clear existing use, on foot, around the perimeter of the site, including 2 parallel routes on northern section of the eastern perimeter. (One route either side of the hedge-line within the development site.) NB. If these routes have been walked for 20 years then they could have acquired public rights, which simply have not been recorded yet. However as yet we have no applications I to claim these routes.”

Given this is the case, it is not considered necessary to consult the Countryside Access Officer on this access application. Matters relating to Rights of Way will be addressed in the reserved matters and approval of details reserved by conditions applications.

4.2.16 Conclusion

There are no planning objections to raise to the proposed roundabout and access. However, it would be premature to grant planning permission for this proposal prior to the grant of application ref. 17/02627/1 for approval of reserved matters comprising of access, landscaping, layout, scale and appearance of Phase 1 the development (pursuant to Outline application 14/02485/1 granted 07/12/2016), hence the recommendation below. A condition has been recommended below that links this planning application to the reserved matters application for Phase 1 of the residential development (17/02627/1). This is to ensure that the roundabout is only built and used in connection with the residential development. If permission is granted in future for residential development on the adjacent site then it should be subject to a Grampian condition to the effect that no residential development shall commence until the highways works subject to application ref. 17/02470/1 have been completed.

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 Members resolve:

1. That planning permission be granted subject to the following conditions under delegated powers, following a grant of planning permission of application ref. 17/02627/1 for approval of reserved matters comprising of access, landscaping, layout, scale and appearance of Phase 1 the development (pursuant to Outline application 14/02485/1 granted 07/12/2016). This resolution is up to and including the period within which the application ref. 17/02627/1 for approval of reserved matters is being considered and determined.
2. That if the applicant does not extend the statutory expiry date to a date specified by the Local Planning Authority to allow time for the application ref. 17/02627/1 for approval of reserved matters to be determined then the application can be refused under delegated powers.
3. That if the application ref. 17/02627/1 for approval of reserved matters is refused, that planning permission can be refused under delegated powers.

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. The development hereby permitted shall not be brought into use as an operational part of the highway network until the access arrangements associated with the reserved matters application ref. 17/02627/1 or any other subsequent approvals have been constructed and brought into use.

Reason: To ensure that the development hereby approved serves the residential development on the adjacent site in the interests of proper planning.

4. Prior to the commencement of the works identified on the 'in principle' Drawing number 618702/PO2 prepared by MLM Group, a detailed site access layout shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The ultimate design being technically approved in writing by the Highway Authority (in conjunction with the Local Planning Authority) prior to commencement of any works on site.

Reason: To ensure the provision of a safe and suitable access during the construction phase and thereafter, in the interest of the free and safe flow of traffic.

5. Before commencement of the development, a 'Construction Traffic Management Plan' shall be 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.
 - details of how the safety of existing public highway users and existing public right of way users 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.
 - the details of consultation with local businesses or neighbours.
 - the details of any other Construction Sites in the local area.
 - waste management proposals.

Reason: To minimise the impact of construction process on the on local environment and highway network.

6. Best practical means shall be taken at all times to ensure that all vehicles leaving the development 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. In particular (but without prejudice to the foregoing) efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development, to include cleaning the wheels of all construction vehicles leaving the site.

Reason: In order to minimise the amount of mud, soil and other materials originating from the site being deposited on the highway, and in the interests of highway safety and visual amenity.

7. Prior to the commencement of any phase of the development, hereby permitted, a reptile mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme of mitigation shall be implemented in full on site, with evidence of successful completion provided to the Local Planning Authority.

Reason: To safeguard the site's identified bio-diversity.

8. Before the commencement of any other works on the site, trees to be retained shall be protected by the erection of temporary chestnut paling or chain link fencing of a minimum height of 1.2 metres on a scaffolding framework, located at the appropriate minimum distance from the tree trunk in accordance with Section 4.6 of BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations, unless in any particular case the Local Planning Authority agrees to dispense with this requirement. The fencing shall be maintained intact for the duration of all engineering and building works. No building materials shall be stacked or mixed within 10 metres of the tree. No fires shall be lit where flames could extend to within 5 metres of the foliage, and no notices shall be attached to trees.

Reason: To prevent damage to or destruction of trees to be retained on the site in the interests of the appearance of the completed development and the visual amenity of the locality.

Highway Informatives

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2) 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.

AN3) 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 <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN4) Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

Wildlife Informative

The removal of buildings or trees or severe pruning of trees and shrubs should be avoided during the bird breeding season (March to August inclusive [Natural England]) 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 3 days in advance of vegetation clearance and if active nests are found, the location should be cordoned off (minimum 5m buffer) until the end of the nesting season and/or works should stop until the birds have left the nest.

Proactive Statement

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.