

Location: Land Between Durham Way And York Way,
Royston
Herts
SG8 5GX

Applicant: Kiafield Properties Ltd

Proposal: Erection of one Class E (g (ii) and (iii)), B2 and B8 unit
with associated service yard, car parking, landscaping
and ancillary works

Ref.No: 23/00750/FP

Officer: Melissa Tyler

Reason for Delay

None – Extension of time agreed 21 July 2023

Reason for Referral to Committee

Size of development – over 1000m²

Policies

National Planning Policy Framework

Section 6: Building a strong, competitive economy

Section 8: Promoting healthy and safe communities

Section 9: Promoting Sustainable Transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

Section 14: Meeting the challenge of climate change, flooding and coastal change.

Section 15: Conserving and enhancing the natural environment

Section 16: Conserving and enhancing the historic environment

Supplementary Planning Document.

Vehicle Parking Provision at New Developments

Design

Planning Obligations

North Hertfordshire District Local Plan 2011-2031 Local Plan and Proposals Map

Section 2 – Strategic Policies

SP1: Sustainable development in North Hertfordshire

SP3: Employment
SP6: Sustainable Transport
SP7: Infrastructure requirements and developer contributions
SP9: Design and sustainability
SP11: Natural resources and sustainability
SP12: Green Infrastructure biodiversity landscape
SP13: Historic Environment

Section 3 – Development Management Policies

ETC1: Appropriate Uses in Employment Areas
T1: Transport Matters
T2: Parking
D1: Sustainable Design
D4: Air Quality
NE1: Landscape
NE7: Reducing Flood Risk
NE8: Sustainable Drainage Systems
NE11: Contaminated Land
NE12: Renewable and low carbon energy development
HE1: Designated Heritage Assets
HE4: Archaeology

2.0 Site History

2.1 None

2.2 **Nearby sites:** There have been various applications adjacent and in the surrounding areas of Royston Gateway for new industrial buildings within class E, B1, B2, B8 and two foodstores and a drive through.

3.0 Representations

Statutory Consultees

3.1 **Royston Town Council –**

Members of Royston Town Council raised NO OBJECTION to this application

3.2 **North Herts Environmental Health – Noise**

No objections to the proposed development due to its location adjoining an existing retail park and an existing industrial area, i.e. no residential properties in the vicinity that may be affected by noise etc.

3.3 **North Herts Environmental Health – Contamination – Conditions**

I have no objection to this application, with respect to contamination on land. However, given the previous uses of the site, and its location close to industrial land uses, there is the potential for ground contamination to exist at the site, and so the following condition should be included

3.4 North Herts Environmental Health – Air Quality – Conditions and informative recommended

Application of the guidance to a development of this scale, Erection of one Class E (g (ii) and (iii)), B2 and B8 unit with associated service yard, car parking, landscaping and ancillary works, and location defines the site as being a MINOR scale development and so the following condition is recommended to ensure that appropriate local air quality mitigation is provided.

3.5 Hertfordshire Highways - Conditions

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions

3.6 LLFA – Condition

We have reviewed the application as submitted and as this is a minor application, the LLFA would like to provide the advice below.

The LLFA will respond if there is a local source of flood risk identified. An FRA for minor developments is required if they are located within or in close proximity to a surface water flow path or are considered to be in Flood Zone 2 or 31 for fluvial flooding. The LLFA will also respond where there is evidence of historic flooding set out in the SFRA, and/or a Surface Water Management Plan and/or located within an LLFA defined 'hotspot'2.

The LLFA have identified the site is adjacent to a surface water flow path, therefore appropriate flood resistance and resilience measures should be considered within the development. A minimum of 150mm freeboard between the finished floor level and external ground levels is recommended. Water resilient design could also be used in the buildings e.g. raised electrical sockets and air bricks. All ground levels should be sloping away from vulnerable areas such as doorways or essential infrastructure such as pumping or electrical sub stations. If any parts of the development cannot be accessed during a flood event e.g. the road adjacent to the site, the applicant should consider creating an emergency plan to ensure safe access and egress routes.

3.7 Anglian Water – Informatives requested

3.8 Hertfordshire Historic Environment Team – Archaeology – No response received in time of writing this report. Will update at committee

3.9 Hertfordshire Ecology No response received in time of writing this report. Will update at committee

3.10 Waste – No comments received

3.11 Neighbour Representations

No representations received from local residents

4.0 Planning Considerations

4.1 Site and Surroundings

- 4.1.1 The site boundary is demarcated on three sides by the new road network and York Way is to the east of the site. The site is generally flat with a slight slope down from south to north. No trees or vegetation are existing on the site. The site comprises of unoccupied land currently.
- 4.1.2 The site is allocated as RY9 in the Local Plan within the Royston Gateway estate. This will be made up of a mix of retail, commercial, research and light industrial uses. There are currently 7 completed buildings including M&S Food store, Aldi and Costa.

4.2 Proposal

- 4.2.1 This application seeks full permission for a 1,840 sqm (GIA) unit which would be within Class E (g (ii) the research and development of products or processes and (iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.) B2 and B8 unit with associated service yard, car parking, landscaping and ancillary works. The land has been used as the site compound for the previous phases of development and as such has an existing access in place. The vehicular access will be via Darlington Road from an access point opposite Costa Coffee. There are footpaths currently in place along Darlington Road, Durham Way frontage and to the south along York Way.
- 4.2.2 The proposal is the erection of 1 warehouse unit, with associated car parking and service access. The building would be approximately 47m x 35m x 9m to eaves and 11m to ridge with a footprint of 1840m² (includes a mezzanine floor);
- 4.2.3 The proposed building is located in the south of the site closest to the other units on Durham Way. It would have shallow pitched roof with windows in the west elevation facing Durham Way and vehicle roller shutter doors and entrance doors in the north elevation and personnel doors east elevations. The large, glazed window is located in the south west corner on the roundabout of York Way and Durham Road.
- 4.2.4 The proposal Warehouse is to have cladding - deep profile half-round horizontal metal cladding Ral7016 - Anthracite Top Feature Band - Horizontal metal cladding panels - silver Office cladding - Smooth flat metal cladding panels - deep blue RAL5003. The Roof and rooflights - metal composite cladding light grey - RAL 7038 BS 10A03 Goosewing grey and inline strip rooflights and the window feature column and unloading bay door reveals - colour yellow
- 4.2.5 The following supporting documents were submitted as part of the application:
- Plans
 - Planning Statement
 - Design and Access Statement
 - Flood Risk Assessment and Drainage Statement and Drainage Strategy
 - Transport Assessment
 - Soft Landscaping Plan

- Soft Landscape Management and Maintenance Plan
- Geo-environmental Preliminary Risk Assessment

4.3 Key Issues

4.3.1 The key issues will be considered under the following headings:

- Principle of development
- Consideration of RY9 criteria in the Local Plan
- Layout, design and visual impact on the locality
- Landscaping
- Impact on neighbouring properties
- Highways, transport, parking and servicing
- Environmental Protection matters
- Health and Safety Executive
- Flooding/drainage
- Ecology
- Archaeology
- Planning obligations
- Sustainable development
- Planning balance

Principle of development

- 4.3.2 The proposed site is situated south of the A505 and Durham Way and to the north west of the Orchard Way industrial area and industrial units on Greenfield. The development proposed is providing a new business unit in Royston. Starting with the NPPF, paragraph 80 states that significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development. The proposed settlement boundary for Royston has been drawn along the A505 and the site in question is proposed to be allocated in Policy RY9 as an employment site. As such, the proposal would be acceptable in the Local Plan policy framework.
- 4.3.3 The site is within allocated site RY9 in the LP, which is designated for employment purposes and therefore development. The 2013 Employment Land Review also identifies the site as a suitable location for future employment development building on the success and profile of the existing, successful Orchard Road / York Way area.
- 4.3.4 Other material considerations are previous planning permissions granted on land near the application site, which have together approved development of part of RY9 and some of which have been implemented
- 4.3.5 The previously undeveloped area of land RY9 is now transitioning towards being fully developed for employment purposes with internal access roads and roundabouts having been completed, and land re-grading and new food stores having been completed. Given the weight to be attached to the LP, previous planning permissions and as the proposal would provide employment use within RY9, the proposed development of the site is considered acceptable in principle.

Consideration of RY9 criteria in the Local Plan

- 4.3.6 The site is within the RY9 employment allocation in the Emerging Local Plan and there are five site specific criteria:
- ***“Site is within Health and Safety Executive (HSE) Consultation Zone;***
 - ***Site should deliver a new access to the Orchard Road employment area from the A505;***
 - ***Address existing surface water flood risk issues, including any run-off, through SuDS or other appropriate solution;***
 - ***Sensitive design / layout considering views to and from the Scheduled Ancient Monuments located on Therfield Heath;***
 - ***Compensatory or offsetting measures for loss of existing grassland habitat.”***
- 4.3.7 With regards to the second point the application for the food store buildings (17/01024/1) covered the cost of the new access road off the A505. The Highways Authority were consulted on this application and have not advised that any upgrades are required to this access as a result of the proposed development of this site.
- 4.3.8 The other criteria have all been addressed as discussed below by the responses received from the Health and Safety Executive, Lead Local Flood Authority Environment Agency and Hertfordshire Ecology.

Layout and design and visual impact on the locality

- 4.3.9 The proposal would result in the whole site being developed with a building and hardstanding, which would contrast with its previously undeveloped state and character. The proposal would completely change the character of the site. However, this is acceptable given the site is included within RY9 which is designated for new employment development. RY9 does not set detailed criteria concerning site coverage, density, height, design etc. Almost the whole site would be developed, however this would be comparable to other individual sites within the adjacent existing employment area and would also maximise the potential of the site for new employment and is considered acceptable. There are no objections to the layout of the site
- 4.3.10 The proposed building would be of a size, design, appearance and external materials similar to other industrial units on the Royston Gateway site. It would be of a size and a modern contemporary appearance which is considered appropriate to the development of the wider site for employment/industrial purposes, and in the context of existing nearby development in the industrial/employment area.
- 4.3.11 The proposed building would not appear dominant within the site as it is located in the part of the site nearer to recently completed units of a similar height and appearance on the other side of York Way. The height of the proposed building is slightly smaller than these neighbouring units (granted under 20/01017/FP), which is not considered excessive given its location and context of nearby industrial units. In my view the proposed unit would sit comfortably in the context of the other recently built units on the Gateway development area and would sit comfortably in front of the industrial units on York Way/Orchard Road behind the site. The external materials proposed are considered acceptable and would appear to match those units adjacent the site (built under application 20/1017/FP – and material details were approved under condition 21/00586/DOC). In order to make sure

these external finishes are in keeping with the neighbouring units I have recommended a condition to submit samples or details of the materials to be used.

- 4.3.12 The proposed use would result in the development of the presently undeveloped site with consequent increases in activity, traffic etc. This is not considered harmful to the locality given the location of the site in close proximity to a busy industrial/employment area and the context of the site nearby to larger food retail stores and the A505 dual carriageway. In my view the proposed development would read against the existing industrial buildings and would be acceptable in its context, therefore this would not be a sustainable reason to withhold planning permission.

Landscaping

- 4.3.13 A Soft Landscape Proposals Plan, External Finishes Plan and Landscape Management Plan have been prepared for this site by Ground Control and Farrell & Clark Architects. The agent has stated that

“In terms of the soft landscaping, a number of plants and trees have been proposed that are considered suitable for this location. There are no existing natural site features and the proposals will introduce a planting scheme that complements the approved schemes in the adjacent plots that are completed or nearing completion

Overall, the proposed soft landscaping seeks to provide a variety of habitats for ecological benefit. A Maintenance and Management Plan accompanies the Soft Landscape Plan which aims to ensure the maintenance and management of the soft landscape areas. It will also ensure the visual amenity is preserved and enhanced. In terms of the hard landscaping scheme, different surfaces have been used to demark areas with asphalt / tarmac used for footpaths and internal roads and permeable conc block paving used for car parking areas. A brushed concrete slab will form the loading area. This will be fenced with steel security mesh fencing to ensure the safety and security of the loading areas. A timber knee rail around the site perimeter of Durham Way will continue the consented character of the adjacent plots. The same type of security fencing is proposed to the yards for consistency.

- 4.3.14 The landscaping layout is considered acceptable for a development of this type in this location.

Impact on neighbouring properties

- 4.3.15 The application site is nearby to other industrial/employment area and is not close to any dwellings. Therefore, the proposed development of the site and the characteristics of its use will not result in any loss of amenity to nearby properties.

Highways, transport, parking and servicing

- 4.3.16 The Highways Authority have raised no objections to the application and have recommended the conditions set out below.
- 4.3.17 The proposed scheme has a total of 41 car parking spaces inclusive of 2 disabled spaces and 12 cycles spaces. This is considered acceptable and in accordance with the Parking

SPD and Appendix 4 of the Local Plan. A condition requiring the vehicle and cycle parking to be provided and maintained has been recommended.

Environmental Protection matters

- 4.3.18 The Environmental Protection Officer (Air Quality) was consulted on the application. He has confirmed that the guidance to a development of this scale, Erection of one Class E (g (ii) and (iii)), B2 and B8 unit with associated service yard, car parking, landscaping and ancillary works, and location defines the site as being a MINOR scale development and as such he recommended a condition that the development shall include provision for 10% of the car parking spaces to be designated for plug-in Electric Vehicles (EV) and served by EV ready charging points.
- 4.3.19 The Environmental Health Officer (Noise and other nuisances) was consulted on the application and confirmed that due to the location of the proposed development and the absence of any nearby residential dwellings they have no objections to the application.
- 4.3.20 The Environmental Protection Officer (Contaminated Land) was consulted on the above application and confirmed that they have no objection to this application, with respect to contamination on land. They made the following comments.

“I have no objection to this application, with respect to contamination on land. However, given the previous uses of the site, and its location close to industrial land uses, there is the potential for ground contamination to exist at the site, and so the following condition should be included“

- 4.3.21 As such the Land Contamination conditions below are recommended.

Health and Safety Executive

- 4.3.22 The application site falls within the HSE Consultation Zone due to the proximity of the Johnson Matthey business and its historic use of hazardous substances. The HSE Planning Advice Web App was used and received the following advice:

“HSE’s Advice: Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.”

Flooding/drainage

- 4.3.23 The Lead Local Flood Authority were consulted on the application. The LLFA did not object to the proposal and recommended a condition. As such it is considered that any existing surface water flood risk issues have been satisfactorily addressed.

Ecology

- 4.3.24 Hertfordshire Ecology were consulted on the application. However, a response was not made in time of writing this report. Given the location and potential ecology impact I have recommended standard ecology conditions similar to those imposed on other applications of similar development. The applicant has accepted these conditions. I will issue an update to Committee.

Archaeology

- 4.3.25 The Historic Environment Advisor, Hertfordshire County Council were consulted on the application. However, a response was not made in time of writing this report. Given the location and potential archaeology impact I have recommended standard Archaeology conditions similar to those imposed on other applications of similar development. The applicant has accepted these conditions. . I will issue an update to Committee.

Planning obligations

- 4.3.26 The proposal is major development by virtue of a floor area of over 1000 m²; and is considered eligible for Section 106 legal contributions. Hertfordshire County Council as Highway Authority have not sought any contributions towards sustainable transport. It has been set out above that the Council does not consider a Travel Plan/Statement by S106 necessary, as it can be required by condition. It is not therefore considered that the application requires planning obligations.

Sustainable development

- 4.3.27 The proposal has to be assessed as to whether the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF as a whole (as set out in paragraph 11 d).
- 4.3.28 The proposal is not considered to result in harm to the character of the locality and is consistent with the LPA objective of developing the wider area RY9 for employment. The proposal would provide employment, benefits to the locality through the provision of additional employment and would potentially allow for this part of the RY9 to be developed relatively quickly resulting in a visual improvement from its present condition. It is considered that the proposal complies with the objectives of RY9 of the Local Plan.
- 4.3.29 In taking into account all material considerations, the proposal would provide benefits and is not considered harmful. Given that no other harms would result, the proposal is considered sustainable development and would not conflict with the NPPF and local policies.

Planning balance

- 4.3.30 As set out above the previously undeveloped area of land RY9 is now transitioning towards being fully developed for employment purposes with internal access roads and roundabouts having been completed, and land re-grading and new food stores having been implemented. Given the weight to be attached to the Local Plan, previous planning permissions and as the proposal would provide employment use within RY9, the proposed development of the site is considered policy compliant and a benefit which attracts moderate weight in the planning balance.
- 4.3.31 It is considered that the proposed development would meet an economic objective by providing space for employment opportunities across a range of uses and could increase economic activity in Royston. The scheme has been designed to encourage sustainable forms of transport. It is acknowledged that the proposal would have a visual impact, but it is considered that this would be within the range of acceptable. It is considered that the

proposal would not have an adverse impact on the natural, built and historic environment. As such it is considered that the proposal would meet the social and environmental objectives as set out in paragraph 8 of the NPPF.

4.3.32 On balance, it is considered that the scheme would accord with policies within the Local Plan and therefore should be granted.

4.4 Conclusion

4.4.1 In the absence of material planning reasons to the contrary it is my view that planning permission should be granted

4.5 Alternative Options

None applicable

4.6 Pre-Commencement Conditions

I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed

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. Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, the approved units shall only be used for uses falling under use Class E (g) (former use Class B1), B2 and B8 and shall not be changed to another use, including any others within Use Class E (a) - (f) (including those uses that

fall within revoked Classes A1/2/3, D1(a-b) and D2(e)), without first obtaining a specific planning permission from the Local Planning Authority.

Reason: Given the breadth of uses encompassed within the E Class of the Use Classes Order (as it also includes uses falling within revoked Classes A1/2/3, D1(a-b) and D2(e)), the Local Planning Authority seeks to retain control over any change of use that would normally be permitted, in the interests of the character and amenities of the area.

4. The materials specification as detailed in the Design and Access Statement as follows:

- Warehouse cladding: Deep profile half-round horizontal metal cladding. Ref. HR50/1000 or equiv. Colour: RAL7016 Anthracite;
- Top feature band Horizontal metal cladding panels – colour - silver;
- Office Cladding: Smooth flat metal cladding panels colour - Deep blue RAL5003;
- Windows feature column and unloading bay doors: colour - yellow;
- Roof and rooflights – metal composite cladding light grey RAL7038 BS 10A03 Goosewing Grey and inline strip rooflights

shall be implemented on site, unless otherwise agreed in writing by the LPA..

Reason: To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area.

5. The details as set out in the submitted supporting documents - Landscape Management Plan in line with the Soft Landscape Proposal Plan and External Finishes Plan shall be implemented and complied with.

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

6. 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.

7. Before the occupation of any part of the floorspace hereby permitted, the parking and loading/unloading facilities and cycle parking shown on the approved plan shall be marked out and made available, and shall thereafter be kept available solely for parking in connection with the premises.

Reason: To ensure the provision of satisfactory vehicle and cycle parking and loading/unloading facilities clear of the public highway to meet the needs of the development.

8. 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.

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.

9. If the Local Planning Authority is of the opinion that the report which discharges condition (8), 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

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.

10. 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 (condition 9), above; has been submitted to and approved by the Local Planning Authority.

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.

11. 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 (10) 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.

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.

12. Any contamination, other than that reported by virtue of condition (8) and (9), 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.

13. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:
- a. Access arrangements to the site;
 - b. Traffic management requirements;
 - c. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
 - d. Siting and details of wheel washing facilities;
 - e. Cleaning of site entrances, site tracks and the adjacent public highway;
 - f. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
 - g. Provision of sufficient on-site parking prior to commencement of construction activities;
 - h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - i. 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).

14. Prior to the first occupation of the development hereby permitted the vehicular Access improvements, as indicated on drawing number 0702 Rev. P05 in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway. The discharge of this condition requires a Section 278 (highway works agreement) or 184 agreement (standard vehicle crossover / dropped kerb) to be entered into.

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).

15. Prior to the first occupation of the development hereby permitted the proposed Access arrangements/onsite car and cycle parking/servicing/loading/unloading/turning/waiting areas shall be implemented in accordance with the approved drawing number 0702 Rev. P05 and retained thereafter available for that specific use.

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).

16. Prior to the first occupation of the development hereby permitted, provision shall be made for 5% of the car parking spaces to have active provision for EV charging and a further 5% of the car parking spaces to have passive provision for EV charging.

Reason: To ensure construction of a satisfactory development and to promote Sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

17. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

Reason: To safeguard the archaeological record.

18. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition 178.

Reason: To safeguard the archaeological record.

19. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (17) and the provision made for analysis and publication where appropriate.

Reason: To safeguard the archaeological record.

20. Prior to the commencement of development, a Landscape and Ecological Management Plan should be prepared and submitted to the Local Planning Authority for approval, detailing how it is planned to incorporate biodiversity as part of the development. Thereafter, the works shall be carried out in accordance with the approved Biodiversity and Landscape Plan.

Reason: In order to secure a biodiversity gain.

21. In order to protect breeding birds, their nests, eggs and young, the clearance of vegetation should only be carried out during the period 1 October to 1 March. If this is not possible then a pre-development (i.e. no greater than 48 hours before demolition begins) search of the area should be made by a suitably experienced ecologist. If active nests are found, then works must be delayed until the juvenile birds have left the nest and are fully independent or professional ecological advice taken on how best to proceed.

Reason: In order to protect breeding birds, their nests, eggs and young.

22. Construction shall not begin until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must prioritise the use of Sustainable Drainage Systems (SuDS) in consideration of the Non-Statutory Technical Standards for SuDS and demonstrate no increase in flood risk as a result of the Proposed Development with sufficient supporting evidence provided to support its viability. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: For appropriate flood resistance and resilience measures to be considered and implemented within the development.

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 (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. EV Charging Point Specification:
A charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations. Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments)
- A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
 - The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).
 - If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.

- A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>
 - UK Government is intending to issue legislation in 2021 to require domestic EV charge points to be smart, thus we recommend that all charge points will be capable of smart charging, as detailed in UK Gov consultation response.
2. Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed.
The level of detail required in a CMP will depend on the scale and nature of development. The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>
 3. New or amended vehicle crossover access (section 184): Where works are required within the public highway to facilitate a 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 County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.
 4. Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.
 5. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

6. Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.
7. Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.
8. The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.