

ITEM NO:

Location: **Land At Safeline Avs Ltd
Royston Business Park
Greenfield
Royston
Hertfordshire
SG8 5HN**

Applicant: **Mr P Pearce**

Proposal: **Erection of a new industrial building within Class B1c
with offices and associated facilities, access, service
yard, car and cycle parking and landscaping.
(Amended plans received 05/02/18).**

Ref. No: 17/04357/FP

Officer: **Anne McDonald**

Date of expiry of statutory period: 19.03.2018

Reason for Delay (if applicable)

Reason for Referral to Committee (if applicable)

Submitted Plan Nos

PO1; PO2; PO3;A PO4; PO5;A PO6;A PO7;A PO8A 10A

1.0 Policies**1.1 North Hertfordshire District Local Plan no.2 with Alterations 1996**

Policy 6 – Rural Areas beyond the Green Belt;
Policy 9 – Royston’s Development Limits;
Policy 36 - Employment Provision;
Policy 37 – Business Uses (B1 Use Class);
Policy 51 – Development Effects and planning Gain;
Policy 55 – Car Parking Standards.

1.2 National Planning Policy Framework

Paragraph 14 – ‘Presumption in favour of sustainable development’;
Paragraph 17 – ‘Core Planning Principles’;
Section 7 – Requiring good design.

1.3 Draft / Submission North Hertfordshire Local Plan 2011 – 2031**Strategic Policies**

Policy SP1 – Sustainable development in North Hertfordshire;
Policy SP3 – Employment;
Policy SP6 – Sustainable Transport;
Policy SP7 – Infrastructure requirements and developer contribution;
Policy SP9 – Design and Sustainability.

Development Management Policies

Policy ETC1 – Appropriate uses in Employment Areas;

Policy T1 – Assessment of transport matters;

Policy T2 – Parking;

Policy D1 – Sustainable Design;

Policy NE1 – Landscape;

Policy NE8 – Sustainable drainage systems;

RY9 – Land north of York Way.

1.4 Supplementary Planning Document

Vehicle Parking at New Development SPD September 2011;

Planning Obligations SPD 2006.

2.0 Site History

- 2.1 16/02834/1 granted conditional planning permission (subject to a UU agreement) on 21/02/18 for the erection of a new industrial building within Class B1c with offices and associated facilities, access, service yard, car and cycle parking and landscaping.

3.0 Representations

- 3.1 **HCC Lead Local Flood Authority** – no objection subject to conditions.

- 3.2 **HCC Hertfordshire Highways** – no objection subject to condition.

- 3.3 **HCC Hertfordshire Ecology** – no objection subject to condition.

- 3.4 **Environment Agency** – no objection subject to condition.

- 3.5 **NHDC Environmental Protection** – no objection subject to conditions regarding contaminated land; electric vehicle charging points and a green travel plan.

- 3.6 **NHDC Environmental Health** – The proposed unit is on land located to the north west of the industrial estate on land part of the Royston Gateway. The nearest residential dwellings are approximately 175m away. Whilst heavy goods vehicles have the potential to affect these residents, given the screening provided by the existing large Hamleys building and existing noise arising elsewhere within the industrial estate, I am satisfied that noise from HCV movements will not be an issue to residents. I therefore have no further comments to make.

- 3.7 **Royston Town Council** – no objection but RTC would prefer a new access to the site from the A505 bypass.

4.0 Planning Considerations

4.1 Site and Surroundings

- 4.1.1 The application site is part of an area of open land to the west of Greenfield and south of A505. This land is relatively grassed and is flat and open with some scrub like trees along the road boundaries

4.2 Proposal

- 4.2.1 The application is seeking full planning permission for the erection of a new large industrial building with associated access, service yard, parking and landscaping. The proposed building is large. It has a footprint of 81.5m long by 46m wide (with an area of 3,749 sqm). Two thirds of the ground floor is for light industrial space and one third at the front, with an equal sized mezzanine above is to form office space. (The total office area over both floors is 2,525 sqm). The building is 9.8m tall with a flat roof. The exterior of the building comprises grey clad panels on the three sides of the industrial section with the two sets of HGV sized roller shutter doors on both the rear (west) and side (south) elevations as well as several personnel doors. The office part of the building is to have large sections of glazing at both ground and first floor levels.
- 4.2.2 The access for the HGVs is on the south side of the side and the service yard area is rear of the building, behind the west elevation. To the north, west and east of the proposed building is a large area of surface level car parking and landscaping. 194 car parking spaces (including 13 disabled) and 56 cycle parking spaces are proposed.
- 4.2.3 As the site area is greater than 1ha (it is 1.53ha) and the proposed floor space is greater than 500sqm, in accordance with the Council's scheme of delegation this application has to be determined by the Planning Control Committee.
- 4.2.4 The application is offering a Unilateral Undertaking of £13,000 for the provision of a bus shelter at the existing nearby bus stop.
- 4.2.5 Several documents have been submitted in support of the application. These include: a Design and Access Statement (DAS); a Planning Statement; a Transport Assessment and Travel Plan; an Ecology Report; an Arboricultural Report and an Environmental Preliminary Risk Assessment. These documents can all be viewed in full on the Council's website. In summary key points include:
- 4.2.6 DAS
- This sets out the context of the site and the design of the building. It states that the site is on part of the land between the A505 and the rear of Orchard Way that is allocated as new employment land. A previous application for a new supermarket has been granted permission on this land and will provide a new slip road to the A505. This application for the supermarket and new slip road are currently under construction.
 - The applicant Mettler Toledo is a global manufacturer and marketer of precision instruments for use in laboratory, industrial and food retailing applications. The company is a global company employing 130 staff in Royston.
 - They have been in their current building since 2004. However, they intend to grow this company up to 200 staff over the next five years and new offices and a new facility is required. The existing building will be closed and whole company will relocate into this proposed building. The building use class is to be B1c light industrial use.
 - The site is concluded to be of low wildlife value with the only value being shrubs for nesting birds and it is recommended that as many trees and scrub around the site is retained.
 - The site is in flood zone 1 and flooding is not considered to be an issue.

4.2.7 Planning Statement

- o This sets out the policy context for the application.
- o It summaries the Transport Assessment (TA) and states that the TA concludes that there will not be a noticeable impact on the highway network. A total of 100 two way vehicular trips are anticipated in the AM peak and 60 two way trips in the PM peak with a number of trips transferring from the existing site.
- o It concludes that the application does not conflict with national and local policies.

4.2.8 Environmental Risk Assessment

- o This concludes that due to site being used for sporadic fly tipping and due to the existing nearby industrial uses, there may be low levels of some contaminates on site. However, the report concludes there is a low to medium risk to human health.

4.3 **Key Issues**

4.3.1 The key issues for consideration in this instance are the principle of the proposal, the layout and design of the building and the impact it will have in the locality and car parking.

Principle

4.3.2 Under the existing Local Plan 1996 policies, this site is outside of the urban / town area of Royston. Therefore, saved Policy 6 (Rural areas beyond the Green Belt) of the Local Plan is applicable. This is a rural restraint policy seeking to prevent development within the countryside unless it is for four criteria. These criteria allow development for agriculture and forestry, for rural housing need, for a single dwelling within the built core of a village or to allow for a change to the rural economy. In my view the proposal fails to comply with these criteria and is contrary to the aims of Saved Policy 6 of the Local Plan

4.3.3 However, the emerging Local Plan is progressing and the EiP has been completed and therefore consideration can be given to the policies in this plan. These state that the area of land from the north side of Greenfield and York Way up to the south side of the A505 is being proposed as an area for further employment land development, RY9, known as the Royston Gateway. As this proposed application site is within this RY9 area, and given that this plan is progressing, I consider that material weight can be given to this emerging policy to allow the principle of this application for a new employment land building on this site, and that this overrides the objection raised by Saved Policy 6. Furthermore, to support this view, planning permission has been granted for a food store and employment use building also within this RY9 area. The food store and associated new access to the A505 are now under construction on site.

4.3.4 On this basis the previous application (16/02834/1) was granted permission. The building proposed under this application is very similar in size (83m by 43m) but the overall site area is smaller with 106 parking spaces. The key difference between the approved scheme and this proposed application is that the design of the building on the front elevation has been changed, as large steel columns have been removed and the site area has been increased and more car parking and landscaping is now proposed. However, given that the 2016 application was granted permission earlier this year, in my view, this sets a strong precedent for the principle of this proposal.

Existing local employer

- 4.3.5 The application sets out that the applicant currently occupies three buildings within the employment area and all operations will be moved to the new building and the existing buildings closed. There is no objection to the principle of this. As business grows, their needs change, and if this site had not come forward the applicant may have considered re-locating out of Royston for new premises, which would disadvantage local employment. The closed buildings will provide opportunity for other businesses to either expand or set up within the employment area.

Layout and design

- 4.3.6 Firstly, with regards to the layout of RY9 as a whole, this site is in the bottom south corner of this area. The northern boundary of the application site fronts onto the proposed RY9 access road. The site does not adjoin the previously approved food store and warehouse building site, as there are other sites between these and the proposed site. However, this proposed site will not result in land that then cannot be developed and no objection is raised to this addition to the overall layout of RY9.
- 4.3.7 With regards to the proposed site, I have no objection to the proposed site layout. The building has been positioned closer to the east side boundary, leaving space for the HGV access and a retained landscaping strip down to the boundary with Greenfield. The service area is to the rear, with a 2.4m high palisade fence separating the rear triangular wedge of land where there is existing scrub / landscaping that is to be retained and enhanced. The surface level car parking, with landscaping, is in front of the building and to the west side. Fairly deep sections of landscaping are proposed between the car parking areas and the site boundaries to the north and west which will help to screen the site in views from the A505. I have no objection to this layout. The HGV access on the south side of the building will allow for easy access and manoeuvrability from Greenfield Way or the new RY9 access road when built. I also have no objection to the large car parking areas in front of the building, as the industrial estate is characterised by large buildings with large car parks, and this is not considered to be contrary to the character of the area and the landscaping will help to visually soften the development.
- 4.3.8 The proposed building is a large warehouse style building (for use in light industrial uses) with a glazed office section at the frontage with grey clad panels around the industrial section. The plans show the building is to have a grey external appearance with vertical stripes in darker grey to break up the visual mass of the building. Given the context of this site, with existing nearby large industrial buildings and uses nearby, I have no objection to the external appearance of the proposed building, which is not considered to be out of context in this locality.

Visual impact in the locality

- 4.3.9 This is a large building at just under 10m in height, just under 82m in length and 46m wide. Given the context of the locality, with other large buildings on nearby sites, I do not consider that this is contrary to the wider character of the industrial estate, even though this will be one of the larger and taller buildings in the area. In views from the A505 it will be seen set against the context of the rest of the existing industrial buildings and the large neighbouring Johnson Massey site. The wide landscaping belts around the car park will also provide for some screening in views, although it has to be accepted that a building of this size will be visible in the locality.

4.3.10 I note the concern of the Parish Council about the building being visible in views from Therfield Heath. Whilst I accept that it will be, and it is likely to be one of the first building built within the RY9 area, the building will be seen in long range views in the context of it being part of the industrial area, and I do not consider that the visual harm in views from Therfield Heath would be so adverse to justify the refusal of the application for this reason, given the allocation of the RY9 area in the emerging Local Plan.

Consideration of RY9 criteria in the emerging Local Plan

4.3.11 There are five criteria for this policy. With regards to the criteria:

1. An HSE consultation was undertaken for the previous application 16/02834/1. This concludes no objection to works in this location within this proximity to the Johnson Massey site.
2. The application for the food store / warehouse building is to cover the cost of the new access road off the A505 and this site does not need to contribute to this.
3. The HCC Lead Local Flood Authority does not raise any issue with regards to flooding subject to conditions which are recommended.
4. The proposed layout and design is not considered to harm the views from Therfield Heath.
5. There is no objection to the loss of the arable grassland. Given that this areas has been allocated as RY9, I consider there is no objection in principle to this.

Furthermore, the submitted ecology report concludes that this land has a very low ecology value, and the landscaping scheme will ensure a good range of native species including fruiting trees, which will enhance local biodiversity and be considered to off set any loss of the arable lane.

4.3.12 On this basis, the application is considered to comply with the requirements of development within RY9 as set out in the emerging Local Plan.

Landscaping

4.3.13 The application site includes part of the scrub like trees at the southern end of the site which are to be retained. There are some existing scrub like trees along the west boundary with Greenfield, and in my view there is no objection to the removal of a section of this to allow the accesses into the development. Large areas of landscaping are proposed around the car park and a landscaping condition is recommended to ensure that the landscaping is achieved on site. I note the landscape officer's comments that landscaping should be considered as part of the decision. However, I can see no reason why this issue cannot be adequately covered by a condition.

Parking

4.3.14 The Council's car parking standards set out in the SPD Vehicle Parking Provision at New Developments requires 71 spaces for the industrial floor space, 84 for the offices floor space (a total of 155 car parking spaces) and 50 cycle parking spaces. The application is proposing 194 car parking spaces (including 13 disabled) and 56 cycle spaces. This is considered to be acceptable, even though it is an over provision of car parking as the Council's standards are minimum, not maximum, standards. This extra provision allows for visitor parking and as the numbers of staff at the site are to grow, allows for some extra staff parking on site.

Traffic

- 4.3.15 There is an issue of traffic congestion to and from the industrial estate, especially at peak times. Given that this building is to accommodate staff in three other nearby buildings these staff are already making trips in the locality. The application states that the whole operation will be moved to the new building and the other buildings closed. In the event that these other buildings are to be re-let this will increase overall numbers / trips to and from the industrial estate. Furthermore, I note that the applicant intends to increase staff numbers within the next five years.
- 4.3.16 It is recognised that traffic to this industrial estate is problematic, and a new road to RY9 is proposed and furthermore, an additional exit to the A505 will be formed via the proposed M&S food store. I also note that the Traffic Survey concludes that overall traffic increase will be negligible. As a result, I do not consider it appropriate to refuse this application due to possible increased trip generation given that the emerging Local Plan is seeking to grow the industrial estate and more employment opportunities are wanted in this town. In the long term the new access roads will help to ease traffic congestion, and in the short and long term the Green Travel Plan will help to reduce some trip generation. I note that a travel plan statement is attached to the Transport Assessment. However, this is not considered to be fully detailed and a condition regarding this is still recommended. On balance, I have no objection on traffic grounds.

UU contribution

- 4.3.17 A contribution of £13,000 is being offered towards upgrading the existing nearby bus stop. I note that a contribution of up to £97,000 could have been sought on the basis of sustainable transport (£500 per 194 car parking spaces). However, the County Council could not justify the spending of this.

4.4 Conclusion

- 4.4.1 This is a large scale building. However, on balance there is no objection to the application and it is recommended for conditional permission.

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 subject to the UU being completed and received that planning permission be **GRANTED** subject to the following conditions:
- 6.2 Subject to the applicant agreeing any necessary extensions to the statutory period to enable completion of the Unilateral Undertaking;

6.3 In the event that the applicant is not prepared to extend the statutory period that Members grant the Development and Conservation Manager delegated powers to refuse planning permission.

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. Details and/or samples of materials to be used on all external elevations and the roof of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site.

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

4. None of the trees to be retained on the application site shall be felled, lopped, topped, uprooted, removed or otherwise destroyed or killed without the prior written agreement of the Local Planning Authority.

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

5. 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.

6. The landscape details shall be submitted to and agreed in writing with the Local Planning Authority before any development commences on site. The landscaping details are to be implemented on site before the first occupation of the building hereby approved. The details shall include:
 - a) which, if any, of the existing vegetation is to be removed and which is to be retained
 - b) what new trees, shrubs, hedges and grassed areas are to be planted, together with the species proposed and the size and density of planting. This must include native and fruiting species of trees;

Reason: To ensure adequate landscaping of the development.

7. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk and Drainage Assessment carried out by WSP reference 70042176 dated December 2017, submitted and the following mitigation measures detailed within the FRA:
 1. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
 2. Undertaking appropriate drainage strategy based on infiltration and to include permeable paving and soakaways.
 3. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + 40% climate change event.
 4. Implementing drainage strategy as indicated on the drawing Drainage Strategy drawing reference 42176-SK-001.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

8. No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Flood Risk and Drainage Assessment carried out by WSP reference 70042176 dated December 2017.

The scheme shall also include;

1. Full detailed engineering drawings including cross and long sections, location, size, volume, depth and any inlet and outlet features. This should be supported by a clearly labelled drainage layout plan showing pipe networks. The plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
2. All calculations/modelling and drain down times for all storage features.
3. Exploration of opportunities for above ground features reducing the requirement for any underground storage and silt traps for protection for any residual tanked elements.
4. Details regarding any areas of informal flooding (events those exceeding 1 in 30 year rainfall event), this should be shown on a plan with estimated extents and depths.
5. Details of final exceedance routes, including those for an event which exceeds to 1:100 + cc rainfall event.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

9. Upon completion of the drainage works a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include maintenance and operational activities; arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.

Reason - To reduce the risk of flooding to the proposed development and future occupants.

10. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
 1. The results of a site investigation based on the previously submitted Geo-Environmental Preliminary Risk Assessment (Ref: 00043343/001, Revision 1, January 2014) and a detailed risk assessment, including a revised Conceptual Site Model.
 2. Based on the risk assessment in (1) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.
 3. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (2). The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

Reason To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and the Environment Agency's approach to groundwater protection (available at: <https://www.gov.uk/government/collections/groundwater-protection>).

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and the Environment Agency's approach to groundwater protection (available at: <https://www.gov.uk/government/collections/groundwater-protection>).

12. Development shall not begin until a scheme for surface water disposal has been submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The development shall be carried out in accordance with the approval details.

Reason To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and the Environment Agency's approach to groundwater protection (available at: <https://www.gov.uk/government/collections/groundwater-protection>).

13. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and the Environment Agency's approach to groundwater protection (available at: <https://www.gov.uk/government/collections/groundwater-protection>).

14. (a) 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.
- (b) 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 (a), above; has been submitted to and approved by the Local Planning Authority.
- (c) 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 (b) 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.
- (d) Any contamination, other than that reported by virtue of condition (a) 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.

15. (a) Prior to occupation, the development shall include provision for 4% (8 of the car parking spaces to be designated for plug-in Electric Vehicles (EV) and served by EV Charging Points.
- (b) Prior to occupation, a further 8 car parking spaces (4% of total provision) shall be available to be phased in as being designated for plug-in EV and served by EV Charging Points as and when the usage level of the 4 car parking spaces designated for EV reaches 80% *.
- (* 80% to be represented by an average of 4 days during a working week with charging recorded at each 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

16. The development shall not be occupied, nor its use commence until a Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority in accordance with the agreed travel plan, together with any changes to the plan arising from those results.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys, the increased use of public transport, low emission vehicles, walking and cycling and as a consequence reduced emissions of carbon and toxic emissions responsible for local air pollution.

17. Clearance of trees & shrubs should be avoided during the bird breeding season (March to September inclusive) to protect breeding birds, their nests, eggs and young. If this is not possible then a search of the area should be made and if active nests are found, then clearance must be delayed until the nesting period has finished.

Reason: To protect nesting birds.

18. The development hereby permitted shall not be brought into use until the proposed access road has been constructed to wearing course and the join to the existing carriageway, has been reinstated to the current specification of Hertfordshire County Council and to the local Planning Authority's satisfaction.

Reason: In the interests of highway safety and amenity.

19. Construction of the approved development shall not commence until a Construction Traffic Management Plan has been submitted 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 shall include construction vehicle numbers/routing such as prohibition of construction traffic being routed through Royston town centre and shall be carried out as approved.

Reason: In the interests of highway safety, amenity and free and safe flow of traffic.

20. Prior to the commencement of development a Construction Method Statement shall be submitted 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 Statement.

The Construction Method Statement shall address the following matters:

- a. Off site highway works in order to provide temporary parking restrictions (if required). Work shall be completed prior to the commencement of development, and reinstated as required.
- b. Operation times for construction vehicles.
- c. Construction and storage compounds (including areas designated for car parking).
- d. Siting and details of wheel washing facilities.
- e. Cable trenches.
- f. Foundation works.
- g. Substation/control building.
- h. Cleaning of site entrance and the adjacent public highways.
- i. Disposal of surplus materials.

Reason: To minimise the impact of construction vehicles and to maintain the amenity of the local area.

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.

Informative/s:

1. Ecology Informatives:

- 1) Guidance and Standards relating to the installation of Electric Vehicle Recharging Points

Various documents are available that provide guidance and that reference the appropriate standards for such installations. These include, but are not limited to:

- o BEAMA - A Guide to Electric Vehicle Infrastructure 2015 (www.beama.org.uk)
- o Transport for London Electric Vehicle Charge Point Guidance - April 2010 (www.tfl.gov.uk)

- 2) The above condition is considered relevant and reasonable for the following reasons:

- o Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
- o The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.

- o HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
- o It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the NHDC Local Plan 2011-2031.

2. Highways Informative:

Prior to commencement of the development the applicant is advised to contact the 0300 1234 047 to arrange a site visit to agree a condition survey of the approach of the highway leading to the development likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development. Herts County Council may require an Officer presence during movements of larger loads, or videoing of the movements may be considered.