

<u>Location:</u>	66 Park Lane Knebworth Hertfordshire SG3 6PW
<u>Applicant:</u>	Burleigh Dell Developments Ltd
<u>Proposal:</u>	Outline planning application for the erection of up to 9 dwellings (all matters reserved except means of access).
<u>Ref.No:</u>	23/02946/OP
<u>Officer:</u>	Thomas Howe

Date of Expiry of Statutory Period:

22 March 2024

Extension of Time:

30 September 2024.

Reason for Referral to Planning Control Committee:

The application comprises residential development that would be set on land with a site area that exceeds 0.5 hectares. Therefore, as required by criterion (a), point 8.4.5 of the council constitution, the application must be referred to the Planning Control Committee for determination.

1.0 **Site History**

1.1 No relevant site history.

2.0 **Policies**

2.1 **North Hertfordshire Local Plan 2011-2031**

Policy SP1: Sustainable Development in North Hertfordshire
Policy SP2: Settlement Hierarchy and Spatial Distribution
Policy SP6: Sustainable Transport
Policy SP8: Housing
Policy SP9: Design and Sustainability
Policy SP10 - Healthy Communities
Policy SP11: Natural Resources and Sustainability
Policy SP12: Green Infrastructure, Landscape and Biodiversity
Policy HS3: Housing mix
Policy T1: Assessment of Transport Matters
Policy T2: Parking
Policy D1: Sustainable Design
Policy D3: Protecting Living Conditions
Policy NE1: Landscape
Policy NE2: Green Infrastructure

Policy NE4: Biodiversity and geological sites
Policy NE12: Renewable and Low Carbon Energy Development

2.2 **Knebworth Neighbourhood Plan 2019 -2031**

Policy KBBE1: Housing Mix
Policy KBBE2: Sustainable Buildings
Policy KBBE4 Design
Policy KBEF1: Biodiversity
Policy KBEF2: Energy Conservation
Policy KBEF3: Flooding and Drainage
Policy KBT1: Sustainable Modes of Travel

2.3 **National Planning Policy Framework (NPPF) (December 2023)**

Section 2: Achieving sustainable development
Section 4: Decision making
Section 5: Delivering a sufficient supply of homes
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 and beautiful places
Section 14: Meeting the challenge of climate change, flooding, and coastal change
Section 15: Conserving and enhancing the natural environment

3.0 **Consultations**

3.1 **Neighbour Consultation** – None received.

3.2 **Parish Council** – Objection:

- Supports retention of existing dwelling.
- Objects to proposed access due to cumulative impacts to the proposed 'T' junction access for new dwellings causing harm to the safe operation of the highway.
- Recommends access solution in conjunction with adjacent allocated sites to improve efficiency of access to/from site.
- Requests that dwelling design run in tandem with master planning of nearby allocated sites to ensure consistency and high quality of design.
- Request for S106 moneys of £28,560 for “renewal of aged lighting system for the Village Hall nearby on Park Lane.”

3.3 **Highways** - Objection:

- Visibility splays not fully addressed/detailed.
- “...whilst the applicant has shown on the submitted plans visibility splays of 4.5m x 43m in both directions, however given that in both directions of the vehicle access the existing vegetation/foliage is very dense, the submission of a plan showing the splays is meaningless even when the applicant states that vegetation would need to be trimmed and then maintained.”
- “On the proposed means of access plan it is annotated that “Vegetation to be trimmed and maintained to 2.0m height”, this is incorrect it should be vegetation to be trimmed and maintained to no more than 0.6m height within the triangle splay areas. Due to reliance of regular maintenance which may lapse the HA would recommend very low growth planting/no planting within the splay areas to ensure gaps between the trees can provide a safe level of intervisibility splay areas.”

- Requirement to submit technical and scaled drawings to show all required dimensions and splays are fully detailed.
- Requirement to submit a Road Safety Audit 1.

3.3.1 **Highways** – Removal of objection. Recommends conditions and informatives:

“The HA has reviewed the latest submissions made by the applicant, taking into consideration the mitigating actions and measures proposed as recommended in the RSA1, no recorded collisions/personal injury accidents, proposed footways, all combined to improve site specific conditions as a result of the development, the relatively low vehicle trip impact, etc. the proposed visibility splays of 2.4m x 50m to the east and 2.4m x 56m to the west are now on balance considered to be acceptable.

It is proposed that the access into the site will operate as a shared surface to accommodate pedestrian, cycle and vehicular movements into and out of the site.

Subsequently, the design or calming features are required to ensure traffic speeds of no more than 5mph for pedestrian safety reasons. The applicant is required to demonstrate how the applicant proposes to ensure that vehicle speeds and visibility (lighting) will be provided to ensure pedestrian and others safety.

MfS states: the gradient of pedestrian routes (driveway/internal road) should ideally be no more than 5%, although topography or other circumstances may make this difficult to achieve. However, as a general rule. 8% should generally be considered as a maximum, which is the limit for most wheelchair users as advised in inclusive mobility.

The HA believes that there is sufficient scope for the applicant to satisfactorily address the above requirements and therefore could be conditioned.”

Also makes request for sustainable transport contributions of £6826 per dwelling or £61,434 in total (£6826 x 9).

3.4 **Lead Local Flood Authority:**

- Recommends that a detailed surface water drainage scheme be submitted to and approved in writing by the Local Planning Authority.

3.5 **Environmental Health –**

Noise:

- Recommends informative and conditions related to phase of construction and environmental management.

Contamination:

- Recommends pre-commencement condition related to a Phased site investigation.

Air Quality:

- Recommends EV Charger condition and informative.

3.6 Ecology

- Upon review of the submitted Preliminary Ecological Assessment, it was advised that no objection was raised. No ecological assets would be harmed. Recommends informative related to protected species and the requirement for a Biodiversity Enhancement Plan condition. Advises informative relating to lighting.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site comprises land surrounding and to the rear of Martlets, No. 66 Park Lane, Knebworth. The site is neighboured by KB1, a site allocated for development in the Local Plan 2011-2031. The total land within the red line measures approximately 0.8 hectares in total area.

4.1.2 The site is within the Knebworth Settlement Boundary. No heritage assets are present on site and at present, the site comprises the residential curtilage of No. 66, featuring a large lawn area, garaging, storage sheds and woodland. Access is provided by an existing gravel track off Park Lane.

4.2 **Proposal**

4.2.1 Outline planning permission is sought for the erection of up to 9 residential dwellings. All matters are reserved except for access.

4.3 **Key Issues**

4.3.1 The key issues for consideration are as follows:

- The principle of the development.
- The sustainability of the proposed development.
- The acceptability of the proposed access.
- Harm to ecological assets within the site and the requirement for biodiversity net gain.
- The impact that the proposed development would have on the environment.
- Effect upon the living conditions of neighbours and future occupiers

Principle of Development:

4.3.2 The application site is within the adjusted Knebworth Settlement Boundary. Policy SP2 permits housing and supporting infrastructure within this adjusted settlement boundary of Knebworth. Given that this application seeks the erection of residential dwellings and an associated access, I consider that the works are compliant with the provisions of this policy and therefore raise no objection to the principle of the proposal subject to other material planning considerations.

Sustainability:

4.3.3 The site is located on the edge of Knebworth which is a large village in the second tier within the District's settlement hierarchy as set out by Local Plan Policy SP2, and is considered to be a sustainable location for new housing development.

- 4.3.4 Local Plan Policy D1 seeks to achieve sustainable design, through amongst other things, reducing energy consumption and waste and achieving sustainable drainage. In addition, Knebworth Neighbourhood Plan (KNP) Policy KBBE2 seeks to deliver sustainable buildings through construction methods, building orientation, renewable or low carbon energy generation, rainwater harvesting and greywater recycling. The applicant has addressed sustainability briefly in the submitted Planning Statement, indicating that at reserved matters stage the scheme will incorporate measures to reduce water consumption and energy use. However, such aspects are not reserved matters and therefore a condition is recommended to address this issue.
- 4.3.5 In accordance with Building Regulations, the dwellings would be required to incorporate various environmentally friendly features such as EV chargers, water saving features and efficient insulation and energy features.
- 4.3.6 In conclusion on this issue, the site is within the Knebworth settlement boundary and is within walking distance of nearby bus stops and the Knebworth Railway Station. Therefore, I consider that the development would be in a sustainable location and would not require use of a private vehicle for all journeys. Furthermore, a condition is recommended that seeks to achieve sustainable design and construction an EV Charger would be provided for each dwelling, and secure cycle storage would also be required. I consider that these are supported by Knebworth Neighbourhood Plan policies KBBE2 as well as KBT1 relating to sustainable transport.

Access:

- 4.3.7 The proposal seeks to utilise the existing access off Park Lane. This would be upgraded to a two-vehicle wide bell mouth leading into a 1.5 wide track within the site. At first, Hertfordshire Highways raised an objection to the proposal, citing concerns about the possible obstruction of visibility splays by vegetation together with the need for maintenance and regular trimming, instead recommending that low level planting be introduced to ensure a safe level of visibility is provided. Furthermore, they have recommended the provision of a new set of plans and a Road Safety Audit to confirm that the access will not harm the safe operation of the highway. These documents were subsequently provided and in May 2024, and the Highways Authority withdrew their objection subject to conditions being agreed to by the applicant. Therefore, I consider that the works would comply with the provisions of Local Plan Policies SP6 and T1 and Local Transport Plan (LTP4) given that the applicant can demonstrate that the proposed access would be safe in Highways Terms.
- 4.3.8 Hertfordshire Highways have requested contributions towards sustainable transport measures. I consider that this is a reasonable request, to which the applicant has agreed. It is proposed that this matter be addressed by a Unilateral Undertaking which would be completed subject to and following a resolution to grant planning permission.

Biodiversity Net Gain and Ecological Impacts:

- 4.3.9 The application as received in December 2023, and is therefore exempt from the national requirement for at least 10% of biodiversity net gain. To comply with Local Policy, and at the request of Hertfordshire Ecology, a condition is attached to this permission to require the provision of a plan and scheme of enhancements within the site as part of the Reserved Matters Stage.

Hertfordshire Ecology advised that this plan should include enhancements proposed within the Biodiversity Impact Statement provided by the application, with the enhancements detailed in section J: 1-5 being included with the plan detailing their location and siting. This would meet the requirements of Local Plan Policy NE4 and SP1 together with Knebworth Neighbourhood Plan policy KBEF1.

4.3.10 The LPA's ecologist advised that documents such as a preliminary ecological appraisal were necessary to fully understand the conditions of the site and to assess the existing ecological assets found. Following consultation with Hertfordshire Ecology, it was concluded that the development was acceptable and would not occasion unacceptable harm to the existing ecological assets within the site.

4.3.11 It is recommended that the tree survey discussed in the Design and Access statement addresses what necessary tree works are needed. Any tree felling would be viewed negatively when considering the biodiversity value of the trees within the site and that these works must be justified and balanced.

Design and Appearance:

4.3.12 Policy D1 of the Local Plan states that development will be granted provided the design of the development appropriately and positively responds to the site's local context together with other criteria to encourage a positive and sustainable form of development.

4.3.13 The proposed access would alter the appearance of the site as viewed from Park Lane due to the widening of the entrance and due to the hard and soft landscaping scheme proposed to the front of the site directly abutting the public highway. I do not consider that the proposed bell mouth and associated footpath would appear out of place in this location owing to the predominantly residential nature of this part of Knebworth, at the periphery of the settlement. The proposed footway would result in the removal of some vegetation, however, given the presence of footpaths along Park Lane, I do not consider that it would appear out of place or as an incongruous addition to the local area. Further consideration of the appearance, layout and landscaping associated with the dwellings will be at the reserved matters stage.

4.3.14 The proposal is acceptable in principle from a design and appearance perspective, with the detailed design a matter that would be assessed at a later date. The proposed development therefore complies with Policies D1 of the Local Plan and the core principles set out within Section 12 of the National Planning Policy Framework. This is broadly reflected by Policy KBBE4 of the Knebworth Neighbourhood Plan and is considered to be complied with.

Effect upon Living Conditions

4.3.15 The nearest existing residential property is to the south of the site on the opposite side of Park Lane. It is considered that residential development can be delivered on site without any harm to the living conditions of occupiers of nearby dwelling houses and any future occupiers of the adjacent allocated housing site.

4.3.16 Regarding future occupiers, the site is located close to the A1 and a noise assessment was submitted with this application. This assessment has recommended noise insulation and noise control measures. The Council's Environmental Health Officer was consulted on this application who is of the opinion that measures in addition to those proposed in the noise assessment are necessary as they are reliant on windows remaining closed to achieve the desired noise levels within habitable rooms of the proposed dwellings. Conditions are recommended to address concerns raised, including the provision of adequate ventilation with windows closed and details of acoustic fencing.

Other Matters

4.3.17 Concern is raised regarding the density and layout of the development. Although layout is not considered at this stage, proximity of the dwellings to the trees within and around the site is potential issue and I would wish to ensure that dwellings are not overshadowed or dominated by trees.

4.3.18 Consideration should be given to potential noise impacts and the requirements for acoustic surveys and mitigation measures from the motorway noise observed when on site.

4.3.19 The request for S106 financial contributions by the Parish Council is acknowledged. However, I consider that the contributions sought would not comply with the three tests outlined in the CIL regulations as they would not be directly related to the development, would not be necessary to make the development acceptable in planning terms and would not be fairly and reasonably related in scale and kind to the development.

4.3.20 It is acknowledged that the site is directly adjacent to an allocated site and that the Parish Council representation has requested that access be provided through this allocated site and for the design of the dwellings hereby proposed to be consistent with the dwellings on these allocated sites. Given that this application is independent of these developments, I do not consider that it is acceptable to require the access be run through these sites. However, it is important the proposed development would not affect access to sites allocated under Policy KB1 of the Local Plan and therefore the delivery of housing on the allocated site. The Highway Authority have not raised any concerns relating to this.

4.4 Planning Balance and Conclusion

4.4.1 Economic benefits would arise due to the use of local contractors and other businesses during the build out phase of the development and by residents using local businesses when the dwellings are fully occupied. Social benefits would arise due to the development providing houses within the district on a windfall site. Furthermore, the local centre of Knebworth is in proximity, providing various retail, employment and social facilities available for future residents. Subject to the recommended conditions and planning obligation, the proposed development would comply with the Local Plan as a whole and the National Planning Policy Framework. The proposal would be sustainable development and therefore the presumption in favour of granting planning permission applies.

4.5 Alternative Options

4.5.1 None applicable.

4.6 **Pre-Commencement Conditions:**

4.6.1 The applicant has agreed to the proposed pre-commencement conditions.

5.0 **Recommendation**

5.1 That outline planning permission be **GRANTED** subject to the following:

- a) The applicant submitting an acceptable unilateral undertaking that makes provision for the payment of £61,434 to Hertfordshire County Council towards sustainable transport provision and the applicant agreeing to an extension of time for this to be submitted and agreed;

and

- b) The following conditions and informatives:

1. Before the development hereby permitted is commenced, approval of the details of the siting, design and external appearance of the development and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To comply with the provisions of Article 3 of the Town and Country Planning General Development Procedure) Order 1995 as amended.

2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission, and the development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting, approved documents and plans, together with the reserved matters approved by the Local Planning Authority, or with minor modifications of those details or reserved matters which previously have been agreed in writing by the Local Planning Authority as being not materially different from those initially approved.

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

4. No development shall commence until detailed technical plans are submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which show the detailed engineering designs and construction of the vehicle access/driveway, gradients and associated highway works concerning the footway, tactile paving, etc. in accordance with the hereby approved plans. These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction and completed before occupation of any part of the development.

Reason: To ensure the provision of a vehicle accesses and footway is safe, suitable, and sustainable for all highway users.

5. No development shall commence until detailed technical plans are submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which show detailed designs of the traffic calming measures and gradients along the shared surface access road. These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction and completed before occupation of the development.

Reason: To ensure the provision of access is safe, suitable, and sustainable for all users.

6. No development shall commence until a Construction Method Statement 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 Statement shall include details of:

- Access arrangements to the site.
- Traffic management requirements, including construction routes, signing details, monitoring and enforcement measures.
- Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas and details of storage and removal of building waste).
- Siting and details of wheel washing facilities.
- Measures to minimise dust, noise, machinery and traffic noise during construction, which shall include, cleaning of site entrances, site tracks and the adjacent public highway.
- Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.
- Provision of sufficient on-site parking prior to commencement of construction activities.
- Post construction restoration/reinstatement of the working areas and temporary access to the public highway.
- 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 which must be kept within the site boundary, pedestrian routes and remaining road width for vehicle movements
- Screening and hoarding details to protect neighbouring residents.
- end of day tidying procedures to ensure protection of the site outside the hours of construction including details relating to compliance with best practice set out in British Standard 5228 1997.

Reason: In order to protect the amenities of local residents, 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), North Hertfordshire Local Plan Policy D3.

7. Prior to the first occupation/use of the development hereby permitted the vehicular access, car parking layout and pedestrian visibility splays shall be installed in accordance with the approved detailed technical plans and thereafter retained and maintained at all times at the position shown. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

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

8. As part of the details at the Reserved Matters stage, an Ecological Enhancement Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall reference and incorporate the enhancements detailed in the Biodiversity Impact Statement prepared by Wildlife Consultants Limited, Section J 1-5 and shall include a habitat plan to specify the location and siting of these features within the site.

Reason: To achieve a measurable net gain in biodiversity, in accordance with Policies SP1 and NE4 of the Local Plan.

9. Prior to commencement of works above ground level, a site-wide sustainability strategy shall be submitted to and approved in writing by the Local Planning Authority that addresses renewable energy, reducing carbon emissions and water conservation. The agreed measures shall be implemented and maintained thereafter.

Reason: To reduce carbon emissions and promote the principles of sustainable construction and the efficient use of buildings in accordance with Policies SP9 and of the North Hertfordshire Local Plan 2011 to 2031.

10. Notwithstanding the recommendations of the submitted noise assessment by Spectrum Acoustic Consultants (ref. RK3639/23282/Rev0) details shall be submitted to and approved in writing prior to commencement of works above ground level, relating to the provision of ventilation for the proposed dwellings with windows closed. The approved details shall be implemented and maintained thereafter.

Reason: To ensure an acceptable standard of residential amenity for future occupiers and in accordance with Policy D3 of the North Hertfordshire Local Plan 2011 to 2031.

11. Prior to the occupation of the proposed development, details of the proposed the 2.0m high close boarded fencing specified in Section 5.4 of the submitted noise report by Spectrum Acoustic Consultants (Ref. RK3639/2382/Rev 0) dated 25th October 2023 shall be submitted to an approved in writing by the Local Planning Authority. The fencing shall be implemented, retained and maintained thereafter.

Reason: To protect the living conditions of future residents and in accordance with Policy D3 of the North Hertfordshire Local Plan 2011-2031.

Proactive Statement:

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

Informative/s:

1. 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 County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) Obstruction of highway: 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 County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) 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.

AN4) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. 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 and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN5) 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.

AN7) Planning Obligations and Agreements It is Hertfordshire County Councils policy to seek a planning obligation in respect of Sustainable Transport including for all developments. The revised NPPF -July 2021 promotes accessibility by sustainable means including bus, cycling, and walking, and the provisions of S106 of the Town and Country Planning Act-1990 allows that planning obligations, governed by the guidance within CIL Regulations may be used to mitigate the impact of development. On 22 June 2021, HCC adopted a new toolkit to seek planning obligations towards sustainable transport.

Full details on HCC's policy towards planning obligations may be found at the following web address <https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/who-we-are-and-what-we-do/property/planning-obligations-guidance.aspx#developercontributions>.

2. The Environment Agency guidance for completing individual flood risk assessments should be reviewed for this application by the Local Planning Authority.

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. Finished ground floor levels should be a minimum of 150mm above the surrounding ground levels, sloping away from all doorways, to provide flood resilience in any exceedance flood events, The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

This would also be in line with Building Regulations Part H4.

Any planning application that falls within Groundwater Source Protection Zone 1 will not be able to discharge surface water to soakaway features and consultation with the Environment Agency must take place to assess any risks to groundwater pollution.

3. If European Protected Species (EPS), including bats and great crested newts, or evidence for them, are discovered during the course of works, work must stop immediately, and advice sought on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England to avoid an offence being committed.

To avoid the killing or injuring of wildlife during development, best practice should keep any areas of grass as short as possible and any longer, ruderal vegetation should be cleared by hand. To avoid creating refugia that may be utilised by wildlife, materials should be carefully stored on-site on raised pallets and away from the boundary habitats. Any trenches on site should be covered at night or have ramps to ensure that any animals that enter can safely escape, and this is particularly important if excavations fill with water. Any open pipework with an outside diameter greater than 120mm must be covered at the end of each working day to prevent animals entering / becoming trapped.

In order to protect breeding birds, their nests, eggs and young, demolition or vegetation clearance should only be carried out during the period October to February inclusive. If this is not possible then a pre-development (i.e. no greater than 48 hours before clearance 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 birds have left the nest or professional ecological advice taken on how best to proceed".

4. Any external lighting, whether this is temporary or permanent, should follow guidance from the Bat Conservation Trust and Institution of Lighting Professionals (2023), and be designed to minimise light spill, in particular directing light away from boundary vegetation to ensure that dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites.

5. Advice about how to prepare a Biodiversity Gain Plan and a template can be found at <https://www.gov.uk/guidance/submit-a-biodiversity-gain-plan> The Biodiversity Gain Plan should be submitted as an 'application for approval of details reserved by condition following grant of planning permission' via the Planning Portal.