

ITEM NO:	<u>Location:</u>	Land adjacent To A505 And, Old North Road, Royston
	<u>Applicant:</u>	Highfield Land Trust
	<u>Proposal:</u>	Formation of an access road from Old North Road to serve proposed residential development of 39 units at Site D, Land to north of Housman Avenue and Lindsay Close, Royston.
	<u>Ref. No:</u>	17/00666/ 1
	<u>Officer:</u>	Naomi Reynard

Date of expiry of statutory period: 11 May 2017

Reason for Delay

The applicant has agreed an extension to the statutory determination period for this planning application to 24th July 2017 to allow for further consultations and for the application to be referred to Planning Committee at the same time as the application for the residential site it will serve (Site D - 12/01903/1).

Reason for Referral to Committee

This application was integral to a number of other proposals for development to the north of Royston and which have been referred to the planning committee. However, owing to problems of land assembly and connection with approved Site A to the east, this proposed access will now only serve Site D in the short term. Further to this, Royston Town Council have raised an objection to the proposal. Local District Councillors were not contacted to ask if they wished to 'call in' the application, as it was already being referred to committee.

1.0 Relevant History

- 1.1 Members will be aware of the various planning applications that have been submitted for the land bound by the A505 on the north side of Royston.
- 1.2 This application for a new access road has been shown to serve proposed Site D, also on the agenda for this committee meeting. The road would also have the potential to serve proposed site A (subject to acquisition and the subject of separate planning application - see above), and the land located between sites A and D which is within separate ownership, but is part of an allocated housing site contained in the Council's Proposed Submission Local Plan.
- 1.3 Planning permission was granted on 17th January 2014 for the formation of an access road from Old North Road to serve proposed residential development of 124 units at Site A (Land South of A505 and adjacent to Yeats Close, Royston), as amended by plan number FNH371/P/AR02 Rev A received 22/02/2013 and plan number 110020-A-01 Rev C received 14/03/2013) (12/01037/1). This permission has now lapsed.

2.0 Policies

- 2.1 **North Hertfordshire District Local Plan No.2 with Alterations:**
Policy 6 'Rural Area Beyond the Green Belt'
Policy 9 'Royston's Development Limits'

- 2.2 **National Planning Policy Framework:**
Section 4 - Promoting sustainable transport
Section 6 - Delivering a wide choice of high quality homes
Section 7 - Requiring good design
Section 12 - Conserving and enhancing the historic environment

- 2.3 **Local Plan 2011 - 2031**
Proposed Submission October 2016
Policy SP1 - Sustainable development in North Hertfordshire
Policy SP2 - Settlement Hierarchy
Policy SP6 - Sustainable transport
Policy SP7 - Infrastructure requirements and developer contributions
Policy SP9 - Design and sustainability
Policy SP12 - Green infrastructure, biodiversity and landscape
Policy T1 - Assessment of transport matters
Policy HS1 - Local Housing Allocations
Policy D1 - Sustainable design
Policy D3 - Protecting living conditions
Policy D4 - Air quality
Policy NE1 - Landscape
Policy NE8 - Sustainable drainage systems
Policy He4 - Archaeology

3.0 Representations

- 3.1 **Royston Town Council** - *"Members objected to the previous application 12/01037/1 on the grounds that it was a dangerous and unacceptable design of access from a new estate on to a very busy road which feeds directly off the A505 and is congested at rush hour times and these objections still stand. A more detailed safety audit needs to be carried out. All traffic from the estate must exit south out of the estate."*
- 3.2 **Highways Authority** - Does not wish to restrict the grant of planning permission subject to a number of planning conditions and informatives. Details of the Highway Authority comments will be given in the main body of the report.
- 3.3 **Environment Agency** - Not consulted on the current application as they made the following comments on the previous application - Note that site is within flood zone 1 (low risk) and issue standing advice.
- 3.4 **Environmental Health (Noise and other nuisance)** - Initially recommended a condition requiring that noise assessment be carried out. However, an addendum to the noise assessment was submitted in relation to the application for the residential development on Site D (12/01903/1) and as such they concluded that no additional noise mitigation is proposed in respect of the access road. Recommended informatives with regard to construction.
- 3.5 **Environmental Health (Contaminated Land and Air Quality)** - No comments or recommendations
- 3.6 **Hertfordshire County Council Fire and Rescue Service** - Requested wording in the legal agreement. Requiring provision of fire hydrants.
- 3.7 **Lead Local Flood Authority** - Raised a holding objections in the absence of a surface water drainage assessment and agreed this could be dealt with by condition.
- 3.8 **Local Residents**
Neighbours at **26 Lindsay Close, 33 Housman Avenue and 2 Milton Close** raised the following objections:

- Noise and air pollution. Hedges, trees and shrubs that have helped protect their homes from noise and exhaust pollution would be ripped out, leaving them exposed.
- Highway safety - Burns Road roundabout has had 2 major accidents in recent months (including a fatality) - queried protection for back garden like railings or bollards.
- Question why can't the road go onto the A505 roundabout, reducing traffic issues at the Tesco roundabout.
- Congestion - traffic generation during construction and once houses are occupied.
- Homes for wildlife and birds would be destroyed.
- Objection to housing on the grounds of loss of green fields, doctors and dentists at capacity and police station has limited opening hours.

Neighbours at **31 and 37 Housman Avenue** made comments that they could not see the full details of the proposal and wished to do so. They were both sent a link to the documents on the Council's website and no further comments were received from these addresses.

4.0 Planning Considerations

4.1 Site & Surroundings

4.1.1 The application site is located on land to the north of the existing urban area of Royston. The application site is to the south of the A505, to the east of the Old North Road, to the north and west of Milton Close, Housman Avenue and Lindsay Close. The application site only includes the access road itself and the road through Site D.

4.2 Proposal

4.2.1 The proposed access would provide vehicular and pedestrian access to the residential scheme, Site D, which is also being considered at this committee meeting. The proposed road would connect with Old North Road to the north of the existing Tesco roundabout and offer the potential to connect with Site A at some point in the future.

4.2.2 Planning permission was granted in January 2014 for a very similar proposal. However, this proposal was not ever implemented. As such the planning permission has lapsed. However it is a material consideration in the determination that planning permission was granted (by the Planning Committee) for a new road in a similar location in January 2014. This current application is very similar, although there has been a slight change to the position of the location of the proposed access road - it would connect with the Old North Road slightly further north (approximately 2m) and be in a slightly different position (slightly further away from some of the existing residential properties).

4.2.3 Access to the proposed road from Old North Road would only be for vehicles travelling on the southbound side of the road. A filter lane would be created to allow vehicles travelling in a southerly direction to leave the main Old North Road to access the proposed new road. Vehicles leaving the proposed new road would also only be able to join the Old North Road heading in a southerly direction and this would be by means of a 'give way' junction.

4.2.4 Following lengthy discussions between the applicant, NHDC, Hertfordshire Highways and Royston Town Council on the previous application, the following additional measures were proposed as part of the approved scheme and as part of the current scheme. A new 'gateway' 30 mph feature close to the A505 roundabout on Old North Road. Red 30 mph road markings in the same location as the proposed gateway feature. A solid central island between the north and

southbound carriageways of Old North Road. A give way sign and new 'keep clear' road markings at the exit of the proposed road onto Old North Road. Further along the proposed road, where it enters the proposed development site, a 20mph road marking and road signs are also proposed. Finally, it is also proposed to formalise the two lane flow of traffic on the northbound side of Old North Road between the Tesco roundabout and the A505 roundabout. On the previous application a further plan was submitted with these details included. As such I requested that the access design plan submitted as part of this application was revised to show all these features. This plan has been submitted and the Highways Authority have been consulted on it and have said that it is acceptable as an "in Principle" drawing, although the formalising of the north bound two lane carriageway has not been highly detailed in the updated drawing, so for completeness they have included this detail within the first recommended highway planning condition below.

4.2.5 The application was accompanied by a Transport Statement, Road Safety Audit Stage 1 and Design and Access Statement.

4.3 **Key Issues**

4.3.1 The key issues in the determination of this application are the principle of development in the rural area beyond the green belt, impact on highway safety on the existing highway and the proposed new road, noise and air quality, visual impact, surface water drainage, archaeology and impact on the living conditions of nearby residents. The report on the previous application for the access road (12/01037/1) can be found as an appendix to this report.

4.3.2 **Principle of Development**

The arguments for releasing this site have already been well rehearsed in dealing with the schemes at Ivy Farm and Sites A, B and C. All these sites now either under construction or completed and will be contributing significantly toward the provision of both market and affordable housing in the town.

4.3.3 Members will be aware that the first scheme at Ivy Farm was approved under similar circumstances in May 2011. However, the consideration of the Fairview schemes are marked by one fundamental difference to that considered in May 2011. Following the determination at Ivy Farm, the coalition Government formally revoked regional plans (RSS). Accordingly, this application must be determined in the absence of any regional target for housing rather it must be considered in the light of what this Council considers to be an appropriate response to housing demand now and in the future. This process is currently ongoing.

4.3.4 Members will be aware that the land currently being developed to the west of Heathfield and the Fairview sites east of the application site have a history as a potential housing sites being identified previously as part of the District Local Plan process. The site is part of an allocated site (RY4) in the Proposed Submission Local Plan. The Council is now in a position such that it is able to make a case that it has a 5 year supply of housing land (the claim is yet to be tested at Examination so I give it limited weight). The Proposed Submission Local Plan has been submitted to the Planning Inspectorate and the Enquiry is expected to start in the Autumn. Whilst the Proposed Submission Local Plan only has limited weight at this stage, in the opinion of officers it would be difficult, in the prevailing circumstances, to make a case that approving acceptable development on this site now would be premature in planning terms. Moreover, the NPPF now requires that for applications where the Plan is silent, absent or out of date planning permission should be granted unless there the harm caused by doing so would significantly and demonstrably outweigh the benefits of the scheme (having regard to the guidance set out in the whole of the NPPF). For the reasons set out below it is considered that the benefits of providing an access to road to serve the proposed 39 houses on Site D in this location outweigh any harm.

- 4.3.5 The current saved Local Plan policies that apply to this site are Policy 6 'Rural Area Beyond the Green Belt' and Policy 9 'Royston's Development Limits'. As such the proposal would technically be in conflict with these policies. However, the Emerging Local Plan would take this site out of the rural area and within the settlement boundary for Royston and I would give this some weight.
- 4.3.6 **Highway Safety**
This issue is the one which has caused most concern during the consultation period (on both this and the previous application) both in terms of the design of the proposed new road itself, and the impact that it could have on the safe running of the existing highway network.
- 4.3.7 The Highways Authority have been consulted on the application and have provided comments which I have summarised under the following headings; highway safety/road design, transport statement; accessibility to passenger transport; walking and cycling; highway capacity; traffic generation and highway impact.
- 4.3.8 **Highway safety/road design** - A Safety Audit Report has been submitted to address the access and access road. The road width of the principal access road would conform to Manual for Streets. To confirm that the geometry of the horizontal alignment of the road layout would have sufficient capacity to accommodate two-way traffic for vehicles likely to serve the development a swept path analysis shall be prepared to show a waste collection vehicle (WCVs 12.1 metres long) in current use. The vehicle tracking will also demonstrate the manoeuvring space needed for delivery and emergency vehicles at the end of the cul-de-sacs and along the access roads. This is covered by condition (as it is noted that the swept path analysis submitted with the application uses a design vehicle 11.5m in length).
- 4.3.9 The current Local Plan Policies that applies to this site are Policy 6 'Rural Area Beyond the Green Belt' and Policy 9 'Royston's Development Limits'.
- 4.3.10 **Transport Statement** - A Transport Statement has been submitted to consider the proposal which addresses the effect that the new development would have on the surrounding highway network. This report has been based on DfT guidance on the preparation of Transport Statements
- 4.3.11 **Accessibility to passenger transport** - The principal access road shown on the site plan would be conducive to bus operation if ever connected to the adjacent development which would also need a minimum carriageway width of 6.1m with widening on bends as appropriate to facilitate this. The nearest bus stop to the development is at the entrance of the Tesco supermarket which is within 335 metres walking distance from the site.
- 4.3.12 **Walking and cycling** - Pedestrians would have access to an extensive network of footways within the vicinity of the site with a footway on each side of the principal access road extending to the town centre and passenger transport network. The town centre and local facilities have a realistic access from the development by cycling albeit that there is no dedicated cycle lanes until the Old North Road, the whole town of Royston has a realistic access distance by cycling.
- 4.3.13 **Highway capacity** - Capacity testing was carried out using the ARCADY software at three major junctions within the scoping of the development these are the A505 roundabout, the Tesco roundabout and the Burns Road roundabout. The capacity analysis tested the reference to flow capacity and queuing on these roundabouts to confirm that at the opening year of 2017 the roundabouts would function below capacity. Considering that the traffic flows are fundamental to the assessment of traffic impact Hertfordshire County Council are satisfied that the data produced provides an overall picture of the existing traffic movements within the highway network concerned.

4.3.14 **Traffic generation** - The development traffic likely to be generated has been derived from the volume of predicted traffic generation for the proposed development has been compared with the likely trip rates obtained from comparable residential site within the national TRICS trip generation database with equal multi modal splits with a good level of public transport accessibility. These sites have been assessed and have been accepted of being comparable and realistic. This traffic generation data has been used to assess the capacity of the junctions on the A505, the Old North Road and Burns Road roundabout and this is demonstrated within the scoping of the Transport Assessment Report (TAR). This has been considered acceptable in traffic generation terms and has been used in the input data for the transport assessment for which the development traffic is assigned and is included within the highway impact section below.

4.3.15 **Highway Impact** - The application has been supported by a Transport Statement to establish the likely impact that the development will have on the local and national road network. It includes the appraisal for the adjacent junctions that shows from the assessment for the year of opening of the development for 2022 which has been assumed to be the year of opening. The capacity analysis of the above junctions was carried out using the computer modelling programme ARCADY. The programme outputs demonstrated that the junctions would operate effectively within capacity during the peak periods. The Highway Authority have considered the TAR and the Supplementary Reports covering highway and traffic issues, submitted in support of the application. These documents were carefully scrutinized and additional testing has been taken place to establish the likely impact of the road network.

4.3.16 As has been mentioned in some of the comments from the Highway Authority, and following discussions with Royston Town Council, the applicant has proposed some changes to the layout of Old North Road, in both directions, between the Tesco roundabout and the A505 roundabout. In particular, it is proposed to formalise two lanes running northbound as an improvement to the existing situation where drivers informally create two lanes at peak times by driving on the hatched area. Making this a formal arrangement should serve to increase the safety of this part of the road.

4.3.17 Having regard to all of the advice received from the Highway Authority I can see no sustainable reason to object to the proposal in highway operation or safety terms.

4.3.18 **Noise and air quality**

With regard to noise, the view was taken on the previous application was that the background noise from the existing highway network in the locality is such that there would be no materially greater impact in this sense. However, I have consulted the Environmental Health Officer on this application in relation to both noise and air quality. With regard to noise issues, they initially recommended a condition requiring that noise assessment be carried out. However, an addendum to the noise assessment was submitted in relation to the application for the residential development on Site D (12/01903/1) and as such the Environmental Health Officer concluded that no additional noise mitigation is proposed in respect of the access road. They recommended informatives with regard to construction. Their comments are copied below.

"Section 4 covered the noise impact of the access road on existing dwellings. The assessment assumes existing walls and timber fences to be well maintained. Predicted daytime garden noise levels are well within acceptable limits (BS8233:2014). Worst case night-time traffic noise (23.00hrs to midnight) found internal noise levels at the closest residential dwellings which exceeded guidance values by up to 3 decibels. However, this is not considered significant as the human ear is not able to perceive changes in noise levels of up to 3 decibels. No additional noise mitigation is proposed in respect of the access road."

They recommended a condition on the application for residential development in relation to the noise assessment. With regard to the construction phase, they asked that informatives are included in any planning permission which may be granted, rather than the condition (requiring construction phasing and environmental management scheme), as these matters tend to be dealt with by informatives rather than conditions now. I consider it appropriate to recommend this condition on the application for the road as well as the residential development.

In relation to air quality and land contamination the Environmental Protection Officer confirmed that they have no comments or recommendations in relation to this application.

4.3.19 Visual impact

In my view the proposed road would be acceptable in visual terms in this location. Some hedges, shrubs and trees would need to be removed to allow for the proposed access road, however in my view none of the trees on this site are worthy of protection by a Tree Preservation Order. The red line of the site only includes the road itself so does not cover the area outside the road. I did not consider it reasonable to request landscaping plans or ecology reports on the road application, as this was not required last time the application was considered and the red line of the site only includes the road itself not the land around it. As such Hertfordshire Ecology (whilst they had a significant input in the consideration of the application on Site D) were not consulted on this application.

4.3.20 Surface Water Drainage

The Lead Local Flood Authority (LLFA) were consulted on this application and raised a holding objections' in the absence of a surface water drainage assessment. The agent queries whether they should have been consulted as this is a minor application. This was discussed with the LLFA and we are not required to consult the LLFA as the application is a minor not a major application, however we thought it would help to do so. As such a SUDS assessment is not required prior to the determination of the application, however a condition has been recommended below that a SUDS scheme be submitted and approved by the LPA in consultation with the LLFA.

4.3.21 Archaeology

As was the case with the previous application for the road the Historic Environment Team, Hertfordshire County Council were not consulted. However, they recommended a condition that a Written Scheme of Investigation be submitted and approved on Site D so I have recommended the same condition on this application for completeness.

4.3.22 Impact on living conditions of nearby local residents and issues raised by local residents

I have noted the comments of all of the local residents who have written with regard to this application and who have raised a number of issues including the safety of the proposed access, noise and air pollution and the use of this land. The issue of the safety of the proposed access has been dealt with above with the advice of the Highway Authority. The issues of noise and air quality has been discussed with above with the advice of the Environmental Health Team. Finally, on the previous application some residents have suggested that this land is common land and therefore should not be used for development. My understanding is that this land is in private ownership and if the land has been being used for recreation purposes, this is unlikely to have been with the permission of the landowner. In my view the proposal would not have an adverse impact on the neighbouring properties. In fact the proposed road would be further from some of the neighbouring residential properties than the previously approved road.

4.3.23 Fire hydrants

It is not considered appropriate to request planning obligations for this application, which is simply for the physical access road. Hertfordshire County Council Fire and Rescue Service have recommended that requirements for fire hydrants. There is a fire hydrant clause in the S106 Agreement for Site D. However, I have also recommended a condition to secure fire hydrants are required for the road.

4.4 Conclusion

4.4.1 Having regard to all of the above it is my conclusion that there should be no objection to the proposed access road, subject to the recommended conditions. In my view this new road would be of benefit to the existing Burns Road estate as it would provide the potential for an alternative access point via site A at some point in the future. It is also my view that it would not be a risk for the Council to grant planning permission of this road prior to the associated housing schemes as no developer is likely to want to pay for such a road without the certainty of the associated housing development.

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. The development hereby permitted shall not be brought into use until the proposed access roads and footways which shall include to formalise the two lane flow of traffic on the northbound side of Old North Road between the Tesco roundabout and the A505 roundabout have been constructed to wearing course and the join to the carriageway to each end of the principal access road as identified on 'in principle' details on drawing numbered S7157PM E02 revision B 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.

4. Before the internal access roads are first brought into use, vehicle to vehicle visibility splays of 2.4 metres by 43 metres to both directions shall be provided and permanently maintained. Within which, there shall be no obstruction to visibility between 600 mm and 2.0 metres above the carriageway level. These measurements shall be taken from the intersection of the centre line of the

junction with the edge of the carriageway of the highway respectively along the access roads of the application site and from the intersection point along the edge of the carriageway.

Reason: To provide adequate visibility for drivers entering and leaving the site.

5. Before the driveways are first brought into use, pedestrian visibility splays of 0.65 metres by 0.65 metres each side shall be provided and permanently maintained. Within which, there shall be no obstruction to visibility between 600 mm and 2.0 metres above the carriageway level. These measurements shall be taken from the intersection of the centre line of the junction with the edge of the carriageway of the highway respectively along the access roads of the application site and from the intersection point along the edge of the carriageway.

Reason: To provide adequate visibility for drivers entering and leaving the site

6. The principal access road shall be a minimum of 6.1 metres wide and the offsets thereafter shall reduce to 5.5 metres wide as identified on drawing number S7157PM E02.

Reason: So that vehicles may enter and leave the site with the minimum of interference to the free flow and safety of other traffic on the highway and for the convenience and safety of pedestrians and disabled people.

7. **Prior to the commencement of the works as identified on the 'in principle' site plan number S7157PM E02; a site layout shall be submitted to the highway authority with details showing the size of radii kerbs, the forward visibility around the bends and sightline visibility splays from the junctions of the site layout the details must include a swept path analysis of a the waste collection vehicle in current use (i.e. 12.1 metre Mercedes Dennis Econic) to demonstrate that the road layout can accommodate a waste collection vehicle in current use when passing parked cars and around bends and shall be in accordance with Manual for Streets with the ultimate design being technically approved prior to commencement on site.**

Reason: To ensure that the development does not adversely affect the safety and operation of the highway network in accordance with National Planning Policy Framework, promoting sustainable transport and Manual for Streets.

8. Construction of the approved development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan 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 order to protect highway safety and the amenity of other users of the public highway.

9. **Prior to the commencement of development a Construction Method Statement shall be submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Statement.**

The Construction Method Statement shall address the following matters:

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

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

10. **Prior to commencement of the development any Traffic Regulation Orders (TROs) that are required as part of improving the accessibility of the site must be secured in place, such as implementing the relocation of the 30 mph limit signs in Old North Road and for the restricted speed limit of 20 mph around the new development which shall be subject to the Speed Management Strategy criteria.**

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

11. **No development shall take place until details of a scheme for the provision of fire hydrants to serve the relevant phases of the development has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.**

Reason: To ensure that the necessary infrastructure for the development is in place and to meet the requirements of the fire authority.

12. **No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the scheme shall be maintained and managed after completion.**

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and ensure future maintenance of the drainage system for the lifetime of the development.

13. **A 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 and methodology of site investigation and recording**

as suggested by the archaeological evaluation

3. The programme for post investigation assessment

4. Provision to be made for analysis of the site investigation and recording

5. Provision to be made for publication and dissemination of the analysis and records of the site investigation

6. Provision to be made for archive deposition of the analysis and records of the site investigation

7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

B 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 (A)

C 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 (A) and the provision made for analysis and publication where appropriate.

Reason: To safeguard the archaeological record.

Proactive Statement

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Highway Informatives

Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall use the HCC website <https://www.hertfordshire.gov.uk/services/transtreets/highways/> or call on 0300 1234 047 to obtain the requirements for a section 278 agreement for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

Reason: To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway.

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.