

**WELWYN HATFIELD BOROUGH COUNCIL  
EXECUTIVE DIRECTOR - PLANNING, PUBLIC PROTECTION AND GOVERNANCE**

**DELEGATED APPLICATION**

**Application No:** 6/2018/3255/FULL  
**Location:** Plot 5610, Gypsy Moth Avenue, Hatfield Business Park, Hatfield, AL10 9BS  
**Proposal:** Erection of a pre-delivery inspection facility (Use Class B2), together with car storage area (Use Class B8), staff car parking, cycle parking, boundary treatment, landscaping, lighting and access  
**Officer:** Mr David Elmore  
**Recommendation:** Granted

6/2018/3255/FULL

<b>Context</b>	
<b>Site and Application description</b>	<p>The application site comprises 2.37 acres (0.96 ha) of undeveloped land to the northern side of Plot 5600. The site lies within the context of the much wider Hatfield Business Park.</p> <p>The site is bounded to the south by Toolbank and west by the UNO Bus Depot. To the immediate north-east is a pond with pedestrian access to it. Soft landscaping and a pedestrian/cycle path separates the north-east boundary of the site from Hatfield Avenue. On the opposite side of Hatfield Avenue are residential properties in Cornflower Way.</p> <p>Access to the site would be taken off Gypsy Moth Avenue via an existing vehicular access road that currently provides access to Toolbank and the bus depot.</p> <p>Temporary planning permission for a period of 18 months was recently granted on the western side of the application site for vehicle storage in association with Cambria Automobiles principal car dealerships on Plot 4100 in Hatfield Business Park (6/2018/2946/FULL). This permission is now in use.</p> <p>Planning permission is sought for the erection of a pre-delivery inspection facility, together with a car storage area, staff car parking, cycle parking, boundary treatment, landscaping, lighting and access. The development would be a mixed B2/B8 use as a supporting facility to Cambria's main car dealership scheme on Plot 4100 Hatfield Business Park and will enable the business to expand its operations and increase its capacity at the Business Park. The B2 use includes pre-delivery inspection building whilst the B8 use would comprise of 309 car parking spaces for vehicle storage.</p>
<b>Constraints (as defined within WHDP 2005)</b>	<p>EMPL - EA6 (Hatfield Business Park)            LCA - Landscape Character Area (De Havilland Plain)            PAR - PARISH (HATFIELD)            ROW - FOOTPATH (HATFIELD 033) - Distance: 31.67            Wards - Hatfield Villages            CP - Cycle Path (Cycle Facility / Route) - Distance: 18.5            HAT - Hatfield Aerodrome</p>

	HEN - No known habitats present (medium priority for habitat creation) SAGB - Sand and Gravel Belt		
<b>Relevant planning history</b>	<p><u>Application site</u> Application Number: 6/2018/2946/FULL Decision: Granted Decision Date: 28 January 2019 Proposal: Erection of temporary secure vehicular storage area with associated security fencing</p> <p><u>Plot 4100</u> Application Number: 6/2017/2342/FULL Decision: Granted Decision Date: 19 December 2017 Proposal: Erection of a temporary automobile showroom for up to two years with associated access, parking and landscaping.</p> <p>Application Number: 6/2017/2105/RM Decision: Granted Decision Date: 09 January 2018 Proposal: Approval of reserved matters (access, appearance, landscaping, layout and scale) for the erection of three buildings comprising motor retail showrooms, vehicle servicing/workshop facilities, MOT facilities, office use and valeting, together with associated parking and landscaping of the approved outline planning permission 6/2015/2043/OUTLINE, dated 05/07/2016.</p> <p><u>Wider Business Park</u> Application Number: 6/2015/2043/OUTLINE Decision: Granted Decision Date: 05 July 2016 Proposal: Redevelopment to provide floorspace equivalent to 537 Units of Development (UD) (as set out in Schedule 1) for Use Classes B1, B2, SG and Hotel use on plots 4100, 5000, 5600 and for Use Classes B1, SG and Hotel use on plot 6000 with all matters reserved except access</p> <p>Application Number: S6/1999/1064/OP Decision: Approval Subject to s106 Decision Date: 29 December 2000 Proposal: Demolition of existing (unlisted) buildings, removal of runway and other hard standing areas and redevelopment for the following purposes: as a business park comprising uses within use class B1, B2, B8 and Sui Generis use; housing; new university campus (use class D1 and D2) to include replacement De Havilland sports and social club and associated playing fields; two hotels; primary school and associated facilities; district centre; works of conversion to enable recreation use of existing listed hangar; aviation heritage centre. Together with associated highway, transport and service infrastructure (including a strategic transport corridor), landscaping and open space, diversion of Ellenbrook. Means of access to be determined.</p>		
<b>Consultations</b>			
<b>Neighbour representations</b>	Support: 0	Object: 0	Other: 1
<b>Publicity</b>	Site Notice Display Date: 16 January 2019 Site Notice Expiry Date: 6 February 2019		
<b>Summary of neighbour</b>	Comments from 114 Campion Road as follows: - It would be appreciated if delivery trucks did not use Hatfield Avenue in		

<b>responses</b>	<p>the same way that PCL/Arla are restricted by their planning permission.</p> <ul style="list-style-type: none"> <li>- Assuming that this is a pre-delivery inspection facility only, this would not require high-powered vehicles to be revved creating noise as part of those inspections?</li> <li>- It would also be assumed that these high-powered vehicles would be driven from the inspection facility to the dealership quietly and calmly within the 30mph speed limit (bearing in mind this is a pedestrian route from the Garden Village to Howe Dell School).</li> <li>- The landscaping plan facing the Garden Village looks a bit sparse and a more ambitious planting plan matching the PCL/Arla side would dramatically lessen the visual impact of the facility to the benefit of the surrounding residential neighbours.</li> <li>- Please also take care to point flood-lighting DOWN and not at the residences opposite.</li> </ul>
<b>Consultees and responses</b>	<p>Welwyn Hatfield Borough Council Public Health &amp; Protection Team – Conditions recommended including: noise limit for plant and equipment, lighting scheme, hours of use, hours of deliveries, no outside works requiring power tools or hammering, and contaminated land</p> <p>Welwyn Hatfield Borough Council Client Services Team – No objection</p> <p>Welwyn Hatfield Borough Council Parking Services Team – Questions raised regarding staff number, shift crossover and whether some of the storage parking can accommodate more staff parking</p> <p>Hertfordshire County Council Highway Authority – Conditions recommended including hard-surfaced areas are laid out, cycle provision and a construction management plan</p> <p>Hertfordshire County Council Historic Environment Advisor – Archaeological written scheme of investigation recommended by condition</p> <p>Hertfordshire Ecology – Details of suitable habitat box locations recommended by condition</p>
<b>Relevant Policies</b>	
<input checked="" type="checkbox"/> NPPF <input checked="" type="checkbox"/> D1 <input checked="" type="checkbox"/> D2 <input type="checkbox"/> GBSP1 <input checked="" type="checkbox"/> GBSP2 <input checked="" type="checkbox"/> M14 <input checked="" type="checkbox"/> Supplementary Design Guidance <input checked="" type="checkbox"/> Supplementary Parking Guidance (SPG) <input checked="" type="checkbox"/> Interim Policy for car parking and garage sizes (Interim Parking Policy) Others: Policies SD1, R2, R11, R17, R19, R20, D8, EMP1, EMP2, HATEAR1, HATAER2, HATAER3 of the District Plan and Hatfield Aerodrome Masterplan and SPG; Policies SP1, SADM2, SP9, SADM11, SADM16 and SADM18 of the Emerging Local Plan	
<b>Main Issues</b>	
<p><u>Principal of use</u></p> <p>Hatfield Business Park sits on the site of the former Hatfield Aerodrome, which was occupied first by the DeHavilland Aircraft Works, and later by British Aerospace (BAe), until it was closed by BAe in the mid 1990's with the loss of 8,000 jobs.</p> <p>Following its closure, Goodman (formerly known as Arlington) in partnership with Welwyn Hatfield Borough Council, Hertfordshire County Council and St Albans District Council, developed a masterplan and Supplementary Planning Guidance document, which became the basis of the December 2000 outline planning permission, to facilitate the re-development of the site. Here, the over-arching principles of the document were to:</p>	

- Promote sustainable development on the site;
- Provide for a mix of uses on the site;
- Promote economic development on the site to help replace the jobs lost when BAe closed; and
- Provide work and homes for local people.

The application site is situated within the context of the wider Hatfield Business Park, which is designated as an employment area (EA6), under Policy EMP1 of the adopted Welwyn Hatfield District Plan (2005). The outline planning permission (S6/1999/1064/OP) was granted in accordance with adopted Supplementary Planning Guidance (SPG), November 1999 for the whole of the Hatfield Aerodrome site. The permission was subject to 26 Conditions and a Section 106 Agreement. The Hatfield Aerodrome SPG envisages a certain level of development floor space for each use class. Paragraph 4.139 and the corresponding table of the Section 106 Agreement for planning permission S6/1999/1064/OP set out a total of 197,996sqm of development floor-space on the Hatfield Business Park, spread over B1, B2, B8 and Sui-Generis uses (not including the hotel). The cumulative quantum of floor-space for the business park has been increased through a number of supplemental deeds as a result of high market demand for B8 uses in recent years.

The Section 106 agreement to the original application defined Units of Development (UD) as a calculation based on floor space in order to control pressure on the local road network arising from new development at the former Hatfield Aerodrome. A set quota of UD was permitted across a number of Use Classes, the majority of which has now been delivered as equivalent floor space. A hotel was also permitted, where UD is based on the number of rooms.

On 05 July 2016 outline planning permission was granted for the outstanding undeveloped UD quota under the original application, thereby extending the life of the original permission (ref: 6/2015/2043/OUTLINE). This permission enables a more flexible approach for the remaining plots which includes the application site for B1, B2, sui-generis and hotel use.

The proposed development would be a mixed B2/B8 as a supporting facility to Cambria's main car dealership scheme on Plot 4100 Hatfield Business Park. The B2 use would comprises the pre-delivery inspection building and much of the rest of the site would be taken up by the B8 use for the open storage of additional vehicles. The maximum permitted floorspace within the commercial area is identified as built development only and as such the area created by the B8 vehicle storage is not applicable to the overall quantum of development. The pre-delivery inspection building would have a gross external floorspace of 993sqm, equating to 8UD and stays within the remaining permitted UD and floorspace for a B2 use.

The development is expected to employ 24 people. This will comprise a mixture of positions involving a variety of skills sets, and includes: 10 skilled technicians, 2 apprentice technicians, 3 parts advisors, 3 valeters, 2 admin and 4 drivers. This level of employment generation promotes economic development and underpins the economic function of Hatfield Business Park.

Concluding on the above, it is considered that the proposed development would be acceptable in principle. However, in formulating a recommendation for this application, it is necessary to consider the wider impacts of this proposal in terms of access, highway capacity, neighbour amenity, contaminated land and protected species, in order to assess whether there are any reasons why this proposal would not be suitable for this site. These are now discussed in turn below.

#### Quality of design

The proposed pre-delivery inspection building would be sited in a broadly central position on the plot with a simple form. The footprint of the building measures approximately 38.5m long x 26.5m wide and 6m to the underside of internal haunch with a further 2.7m approximately to the ridge. The footprint and scale of the building is appropriate in the context of the surrounding built form, in

particular the Toolbank building which runs parallel and adjacent to the southern boundary of the site.

The building would be faced in horizontal cladding (coloured silver) below a profiled steel roof (coloured grey). Window frames and doors would be a powder coated aluminium (coloured dark grey). Whilst precise manufacturer details of the materials have not been provided, the principle of these materials are acceptable. Precise details of the palette of materials can be secured through a planning condition.

Much of the site would be laid in hard-surfacing to facilitate the storage of up to 309 vehicles which is considerable. It is considered however that the extent of vehicle storage would not appear harsh or incongruous in this location. Existing perimeter landscaping provides a degree of site screening. This screening together with the proposal to provide a strong line of trees on the site boundaries fronting Hatfield Avenue and Gypsy Moth Lane would effectively mitigate the impact of the development proposal in visual amenity terms. The submitted planting plan shows an appropriate mix and density of native trees.

The application description includes boundary treatments, cycle parking and lighting, however limited details of these elements of the proposal have been provided. Precise details can be secured through planning conditions.

Subject to the suggested planning conditions, the proposed development would represent an acceptable standard of design in accordance with Policies D1 and D2 of the District Plan, SDG, Policy SP9 of the Emerging Local Plan and NPPF.

#### Impact on living condition of neighbouring residents

District Plan Policy D1 promotes high quality design and is accompanied by the Council's SDG which provides guidelines for the protection of neighbouring residential amenity. Policy R19 explains that proposals will be refused if the development is likely to generate unacceptable noise or vibration for other land uses. Policy R20 outlines that external lighting schemes must not adversely affect the amenity of residential areas. These policies are broadly consistent with those detailed in the Emerging Local Plan.

The nearest residential properties are those located along Cornflower Way and Campion Road on the opposite side of Hatfield Avenue. The minimum separation distance between the site and these properties is approximately 39 metres. Such a separation distance would ensure that the proposed building would not appear unduly dominant or result in any adverse loss of light from any nearby properties.

The Council's Public Health and Protection Team have been consulted for this application and recommend conditions to ensure the living conditions of neighbouring residential occupiers are not adversely affected. This includes: a noise limit for plant and equipment, further details of external lighting (including vertical lux diagrams), restrictions on hours of use and deliveries and prevention of power tool and hammering outside of the proposed building.

The recommended hours of use and deliveries are considered to be overly restrictive considering the nature of the proposed land use and its surrounding environment. Operation of machinery, plant and delivery times between the hours of 7am-8pm Monday to Saturday and 10am to 7pm on Sundays is considered reasonable in this case.

A planning condition requiring a manned measured noise survey can ensure that noise levels are kept within an acceptable limit.

Limited details of external lighting have been provided with this application, however precise details

are appropriate through a planning condition.

The recommended condition regarding prevention of power tool and hammering outside of the proposed building is not enforceable and therefore would not be subject to a condition with a grant of planning permission.

#### Highways, access and parking provision

##### *UoD and impact on highway network*

The original application description stated the use of the proposed building as B8, however it has since been agreed that its use would be B2. The consultation response from the Highways Authority in terms of UoD refers to a B8 use of which no objection is presented. There has been further correspondence between the case officer and highways officer concerning a B2 use. Whilst a B2 use is more intensive in terms of vehicle movements than B8, the scale of development would still be well within the maximum permitted UoD and therefore the development would not result in any harm to the highway network.

##### *Access*

The site is to be served from gated access from a private road spur off Gypsy Moth Avenue. Such private road is already constructed, and serves the local bus depot, toolbank site and plot 5610. The Highways Authority present no objection to this access arrangement and consider turning areas appropriate to enable vehicle transporters to exit safely in a forward gear.

A Construction Management Plan is recommended by condition considering the scale of the development and the access arrangements. This can be secured through a planning condition. A further planning condition can ensure that the areas of on-site hard-surfacing as shown on drawing number: 1222-300 Revision P1 are laid out prior to first use of the development and retained.

##### *Parking provision*

In terms of car parking provision, the development would provide 14 staff car parking spaces (and 2 disabled spaces). The Hatfield Aerodrome SPD advises an end ratio of 1 space per 60sqm of floorspace which equates to a total of 17 spaces. Whilst this represents an under-provision of on-site parking provision the site is located within reasonable walking distance from local bus stops, each provided with shelters. Bus routes include connections with Hatfield Rail Station some 2km away (service 600). The site will also include cycle provision (subject to condition) to further provide sustainable transport options. A development of this scale would require 3 long term cycle parking spaces. In addition, it is understood that the 24 employees will be subject to shift working and therefore, not all 24 employees will be working on site at any one time. It has also been explained by the applicant that the 300+ parking spaces for storage would not be fully occupied all the time, due the peaks and troughs in deliveries. Therefore the site will be able to accommodate additional staff car parking should there ever be the demand for more than the staff parking spaces.

Taking account of the above and subject to the provision of cycle provision to a satisfaction of the Local Planning Authority by condition, it is considered that the proposed development would provide sufficient parking provision for the operation of the building in accordance with Policy M14 of the District Plan, the SPG, Interim Parking Standards, Hatfield Aerodrome SPD, Policy SADM2 and SADM12 of the Emerging Local Plan and NPPF.

#### Contamination

Although undeveloped in appearance, the Councils mapping system is showing potential contamination for the site from previous military usage. A phase 2 contamination report (by Ian

Farmer Associates, June 2013) has been submitted with the application shows that ground gas is a concern and other contaminants have been found which could have implications for the proposed inspection facility and that remediation may be necessary. The Council's Public Health and Protection Officer comments on the date of this report and considers that it does not fully take into account the proposed use. Further detail is required and can be secured through a planning condition.

### Archaeology

Policy R29 of the District Plan explains that when a development would affect archaeological remains, taking into account the importance of the remains, conditions will be imposed to ensure that the remains are properly recorded, the results analysed and published.

The proposed development lies within the former Hatfield Aerodrome to the west of Hatfield. The Historic Environment Record (HER) notes that this is an area where a considerable amount of mainly prehistoric archaeology has been found. A large archaeological evaluation, carried out by Cotswold Archaeology in 1999 (HER report 1009), identified remains particularly of Bronze Age or Early Iron Age date throughout the former aerodrome. A number of trenches were within or in the general area of the proposed development and several of these contained pits and postholes of likely prehistoric date. In 2002 further archaeological investigation just to the south of the site revealed evidence for prehistoric activity. This included a sherd of Deverel-Rimbury pottery which dates to the middle Bronze Age (HER11542). This is a significant find since evidence from this period is rare in Hertfordshire.

This application has been supported by an Archaeological Written Scheme of Investigation (by Cotswold Archaeology, December 2018). Historic Environment at Hertfordshire County Council have been consulted and advise that this report has failed to provide sufficient information. A revised Archaeological Written Scheme of Investigation is recommended and can be secured through a planning condition.

### Ecology

An ecology appraisal (by Ecology Solutions, November 2018) has been submitted with this application. The site is described within this appraisal as largely semi-improved grassland with rougher grassland and some tall ruderal / colonising vegetation around the boundaries. The site had negligible / limited potential to support protected species. As such, the report recommends no further surveys.

Hertfordshire Ecology have been consulted for this application and advise that although the habitats are considered to be of limited ecological interest, they will be lost to the development proposal. Site clearance will result in net loss of an open grassland resource – albeit of relatively low intrinsic value, unless mitigation is provided to compensate for this. Policy R11 of the District Plan, together with Policy SADM16 of the Emerging Local Plan and NPPF require development proposals to not result in a net loss of biodiversity and, wherever possible, enhance biodiversity.

The submitted planting plan shows details of retained trees and proposed new planting with an appropriate mix of native species which supported. The application makes provision for enhancements to increase opportunities for wildlife at the site in the form of bird boxes (Section 5.3.18 Ecological Appraisal, 2018) and bat boxes (Landscape Proposals December 2018). Hertfordshire Ecology are supportive of this approach and recommend details of suitable habitat box locations to be secured by a planning condition. The submitted details together with the enhancement measures would ensure compliance with the above policies.

## **Conclusion**

Subject to the suggested planning conditions, it is considered that the development proposal would accord with all relevant local and national planning policies and the Hatfield Aerodrome SPD.

## **Conditions:**

1. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts (a) to (d) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until part (a) to (d) have been complied with in relation to that contamination.

### (a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:

- Human health
- Property (existing or proposed) including buildings,
- Crops
- Livestock
- Pets
- Woodland and service lines and pipes
- Adjoining land
- Groundwaters and surface waters
- Ecological systems
- Archeological sites and ancient monuments

- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

### (b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition a, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part b, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part c.

(e) Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy R2 of the Welwyn Hatfield District Plan 2005; Policy SADM18 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

2. Development must not commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme must include an assessment of archaeological significance and research questions; and:
  - a) The programme and methodology of site investigation and recording;
  - b) The programme for post investigation assessment;
  - c) Provision to be made for analysis of the site investigation and recording;

- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- e) Provision to be made for archive deposition of the analysis and records of the site investigation; and
- f) Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

The development must take place in accordance with the programme of archaeological works set out in the approved Written Scheme of Investigation.

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

REASON: To ensure adequate opportunity is provided for archaeological research on this historically important site, to enable the inspection of the site by qualified persons for the investigation of archaeological remains in accordance with a written scheme of investigation and to ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development, in accordance with Policy R29 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework 2019.

3. Development must not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development must only be carried out in accordance with the approved details. The Construction Traffic Management Plan must include details of:
- a) Construction vehicle numbers, type, routing;
  - b) Traffic management requirements;
  - c) Construction and storage compounds (including areas designated for car parking);
  - d) Siting and details of wheel washing facilities;
  - e) Cleaning of site entrances;
  - f) Site tracks and the adjacent public highway;
  - h) Provision of sufficient on-site parking prior to commencement of construction activities; and

REASON: In the interests of highway safety in accordance with Policy SADM2 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016 and the National Planning Policy Framework 2019.

4. No development of the building hereby granted above ground level shall take place until samples of the materials to be used in the construction of the external surfaces of this building have been submitted to and approved in writing by the Local Planning Authority. The development must be implemented using the approved materials and subsequently, the approved materials must not be changed.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan 2005; Policy SP9 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

5. No development above ground level shall take place until details of a cycle parking area for 3 bicycles has been submitted to and approved in writing by the Local Planning Authority. These details include:
  - a) Elevations (front, sides and rear) to a metric scale illustrating the size, form and openings. The type, colour and manufacture of the external materials must also be annotated;
  - b) Floor plan to a metric scale showing footprint and openings;
  - c) Roof plan to a metric scale including annotation of type, colour and manufacture of the roof covering; and
  - d) Block plan to a metric scale showing location of cycle store within the site.

Prior to use of the development, the approved details must be implemented, made available for use, and retained in that form thereafter.

REASON: In order to ensure that there is adequate provision for cycle accommodation within the site and encouraging alternative modes of transport in accordance Policy M6 of the Welwyn Hatfield District Plan 2005; Supplementary Planning Guidance - Parking Standards 2004 (Statement of Council Policy); Policy SADM12 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

6. No development above ground level shall take place until details of bird boxes and bat boxes and bat tubes have been submitted to and approved in writing by the Local Planning Authority. These details must include: Location, height, angle and facing direction. Recommendations are set out by informatives included in this decision notice. The development must then be carried out in accordance with the approved details.

REASON: To increase opportunities for wildlife and the site and enhancing biodiversity, in accordance with Policy R1 of the Welwyn Hatfield District Plan 2005; Policy SADM16 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

7. Prior to use of the development hereby approved, precise design details of the 2.4 metre boundary fencing has been submitted to and approved in writing by the Local Planning Authority. These details must include external material type and colour. The development must then be implemented in accordance with the approved details.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan 2005; Policy SP9 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

8. Prior to use of the development hereby approved, a manned measured noise survey must be carried out and a report of the findings submitted to and approved in writing by the Local Planning Authority. The noise survey must include reference to measured background noise level at monitoring locations agreed by the Local Planning Authority. The noise emitted must be measured at 1.0m from the facade of the nearest residential premises, so far as practicable, to demonstrate that the noise emitted by the combined operation of all external building services plant hereby permitted does not exceed 10db below background noise level at any time

when the plant is operating. Measurement parameters must include the LA90, LAeq, LA Max and frequency analysis.

Should the plant fail to comply with this condition at any time, it must be switched off and not used again until it is able to comply. The use of the equipment must not commence or re-commence until a fully detailed noise survey and report has been submitted to and approved in writing by the Local Planning Authority and approved mitigation measures such as acoustic screening or silencers have been implemented. The plant must be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained at all times.

REASON: To protect the living conditions of neighbouring occupiers in accordance with Policies D1 and R19 of the Welwyn Hatfield District Plan 2005; Policy SADM18 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

9. No machinery shall be operated nor deliveries taken or dispatched from the site outside the hours of 07:00 to 20:00 on Mondays to Saturdays and 10:00 to 19:00 on Sundays.

REASON: To protect the living conditions of neighbouring occupiers in accordance with Policies D1 and R19 of the Welwyn Hatfield District Plan 2005; Policy SADM18 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

10. Prior to use of the development hereby approved, the following external lighting details must be submitted to and approved in writing by the Local Planning Authority:

- a) Elevations of lampposts (metrically scaled)
- b) Vertical lux diagrams which show potential light trespass into windows of nearby residential properties. This scheme must meet the requirements within the Institution of Lighting Professionals guidance notes for the reduction of obtrusive lighting.

The approved details must be implemented in accordance with the submitted External Lighting Layout plan submitted and received 20 December 2018 and with drawing number: P5610-SPIE-XX-XX-DR-X-3000 Rev P02. No other external lighting shall be installed without prior consent from the Local Planning Authority.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity and to protect the living conditions of neighbouring residential occupiers in accordance with Policies D1 and R20 of the Welwyn Hatfield District Plan 2005; Policies SP9 and SADM18 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

11. Prior to use of the development hereby approved, the proposed access / onsite car parking / servicing / loading, unloading / turning /waiting areas must be demarcated, levelled, surfaced and drained.

REASON: In the interests of highway safety in accordance with Policy SADM2 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016 and the National Planning Policy Framework 2019.

12. All agreed landscaping comprised drawing number: 1222-200, submitted and received 20 December 2018, must be carried out in the first planting and seeding seasons following the occupation of the first building, the completion of the development, or in agreed phases whichever is the sooner: and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. All landscape works shall be carried out in accordance with the guidance contained in British Standards 8545: 2014.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policies GBSP2, D2 and D8 of the Welwyn Hatfield District Plan 2005; Policies SP9 and SADM16 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016; and the National Planning Policy Framework 2019.

#### DRAWING NUMBERS

13. The development/works shall not be started and completed other than in accordance with the approved plans and details:

<b>Plan Number</b>	<b>Revision Number</b>	<b>Details</b>	<b>Received Date</b>
6434-008		Site Plan	20 December 2018
6434-007		Block Plan	20 December 2018
6434-004		Proposed Floor Plan	20 December 2018
6434-005		Proposed Elevations & Sections	20 December 2018
6434-006		Location Plan	20 December 2018
1222-R001	P1	Illustrative Masterplan	20 December 2018
1222-300	P1	Hardworks Plan	20 December 2018
1222-200		Planting Plan	20 December 2018
P5610-SPIE-XX-XX-DR-X-3000	P02	External Lighting Layout	20 December 2018

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

#### 1. POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraph 38 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Council's website or inspected at these offices).

## **Informatives:**

1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water interest etc. Neither does this permission negate or override any private covenants which may affect the land.
2. The recommended direction to face a nest box is between north and east, as this will provide natural protection from direct sunlight, wind and rain, creating a more suitable and safe environment for growing birds. The box can also be tilted marginally forward to allow any rain to run clear of the entrance.

Bat boxes should be installed on mature trees around the borders of the site to provide additional roosting habitat for bats. The installation of bat tubes into the new building will also act as an enhancement. Bat boxes should be positioned 3-5m above ground level and face in a south / south-westerly direction with a clear flight path to and from the entrances. Bat tubes are inserted into the fabric of the building during construction and should be positioned as high as possible, close to the eaves, and be inserted into the south / south-westerly elevations. No artificial light should shine on the bat boxes or bat tubes as this will impact on emergence times, resulting in reduced foraging times which may ultimately lead to the new roost being abandoned.

3. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
4. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
5. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
6. The applicant is advised that all routes marked on the plan associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. Further information is available

via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

**Determined By:**

Mr Mark Peacock  
8 March 2019