

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

DELEGATED APPLICATION

Application No: 6/2021/2125/MAJ
Location: Hertfordshire Constabulary Stanborough Road Welwyn Garden City AL8 6XF
Proposal: Partial redevelopment of the Hertfordshire Constabulary Headquarters site
Officer: Ms Louise Sahlke

Recommendation: Granted

6/2021/2125/MAJ

Context	
Site and Application description	<p>The Stanborough site is the main headquarters location for Hertfordshire Constabulary. The site provides key facilities associated with policing in Hertfordshire.</p> <p>The site amounts to some 11.17 ha. in area and is owned freehold by Hertfordshire Constabulary. The planning application area amounts to 13.36ha. as it includes the alignment of the proposed temporary haul route and construction compound within the adjoining Gosling Sports Park site.</p> <p>The application site is located off Stanborough Road on the southwest side of Welwyn Garden City. To the north of the site is the Gosling Ski & Board Centre and Sports Park, to the east open playing fields. To the south is Stanborough Lakes Park. To the west of the site is Stanborough Road, beyond which is further open amenity land associated with Stanborough Park. Stanborough School is located some 70m to the northwest.</p> <p>There is no residential development adjoining to the site, with the nearest properties being some 170m to the northwest of the site on Stanborough Green.</p> <p>The application site is bounded to the southern side by the Metropolitan Green Belt and Landscape Character Area. Further south of the application site, approximately 200 metres away from the nearest point is the River Lea with associated flood zones. To the west of the site, is an area of archaeological significance and to the north west of the site is part of the Welwyn Garden City Conservation Area.</p> <p>Within the application site, to the south of the existing buildings is urban open land and the Hatfield Heritage Assessment Area. The site also has areas of surface water flood zones. A small part of the western tree belt is also protected.</p> <p>The application site is split into two areas, to the north outside the</p>

ownership of Hertfordshire Constabulary is the Gosling Sports Park, an agreement has been made with Welwyn Hatfield Borough Council and the lease holder to allow construction access off the existing vehicular route into the Gosling Sports Park. The construction traffic would then travel onto the redeveloped existing track to access the north of the main application site.

Part of the existing car park at the Gosling Sports Park would be closed off and works would be undertaken to allow for this part of the site to be used for construction, associated car parking and compound.

The main application site includes existing buildings, facilities and car parking associated with the Police Headquarters. There are a number of buildings predominately located in the north of the site which vary in age, height, design and condition. A communications mast is located to the south of these buildings.

Survey levels show the site to generally fall from northeast (81.5mAOD) to southwest (73.0mAOD) with car parking at the lowest part of the site.

The existing site provides 769 car parking spaces for visitors, operational policing, and administrative staff. These are predominately located to the south of the site. Within the urban open land, there is also a firing range, temporary building, dog kennels, a number of shipping containers, and an existing attenuation pond.

Both parts of the application site are well screened from Stanborough Road and surrounding views of the site by existing vegetation. There are existing view points of the site from certain vantage points.

The proposal is to be constructed in three main phases up to a period of 5 years. This would include:

- 1) The development of the haul road and associated works within the Gosling Sports Park. The demolition of existing buildings and erection of the decant building, dog unit and Estates and Facilities building and associated 2 shipping containers and alterations to car parking. The erection of the catering facilities. The relocation of the memorial garden and the enlargement of attenuation pond.
- 2) Demolition of existing buildings and construction of the headquarters building.
- 3) Demolition of final buildings and completion of all landscaping and car parking/access works. On completion of the entire development, the works undertaken at the Gosling Sports Park will be removed in their entirety and reinstated. The catering facilities and shipping containers will also be removed from the site.

The location and detail of the proposed buildings is demonstrated in detail on the submitted proposed plans. The existing vehicular and pedestrian access routes into the main application site remain. The proposal will result in an increase in the number of staff on site to 1,250 full time equivalent as the Fire and Rescue Service also move onto the

	<p>site. The proposal also seeks to provide 760 car parking spaces for staff and visitors (8 of which are to be provided as EV charging points), 16 motorcycle spaces, 120 long term cycle spaces and 44 short term cycle spaces. Improvements are sought by a S106 contributions for bus stop improvements.</p> <p>The scheme provides for the replacement of several buildings on the site that are no longer fit for purpose or economically viable to retain, allowing the provision of new buildings that are environmentally superior and meet modern policing needs.</p> <p>This major application has not been called into planning committee and falls under the scheme of delegation to be signed off by the Head of Planning.</p>
<p>Constraints (as defined within WHDP 2005)</p>	<p>CA - Conservation Area: WGC1; - Distance: 0</p> <p>GB - Greenbelt - Distance: 0</p> <p>LCA - Landscape Character Area (Welwyn Fringes) - Distance: 0</p> <p>PAR - PARISH (HATFIELD) - Distance: 98.92</p> <p>ROW - FOOTPATH (WELWYN GARDEN CITY 067) - Distance: 46.39</p> <p>ROW - FOOTPATH (WELWYN GARDEN CITY 067C) - Distance: 0.39</p> <p>UOL - Urban Open Land (Proposal map 2) - Distance: 0</p> <p>Wards - Handside - Distance: 0</p> <p>CP - Cycle Path (Cycle Facility / Route) - Distance: 7.47</p> <p>FM30 - Flood Zone Surface Water 30mm (1869980) - Distance: 0</p> <p>FM30 - Flood Zone Surface Water 30mm (1870038) - Distance: 0</p> <p>FM30 - Flood Zone Surface Water 30mm (1869797) - Distance: 0</p> <p>FM30 - Flood Zone Surface Water 30mm (1870208) - Distance: 0</p> <p>FM30 - Flood Zone Surface Water 30mm (1870240) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2716817) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2717265) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2716934) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2717282) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2716947) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2716249) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2716260) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2716970) - Distance: 0</p> <p>FM10 - Flood Zone Surface Water 100mm (2717038) - Distance: 0</p> <p>FM00 - Flood Zone Surface Water 1000mm (74434) - Distance: 0</p> <p>FM00 - Flood Zone Surface Water 1000mm (7576692) - Distance: 0</p> <p>FM00 - Flood Zone Surface Water 1000mm (7574837) - Distance: 0</p> <p>FM00 - Flood Zone Surface Water 1000mm (7575039) - Distance: 0</p>

FM00 - Flood Zone Surface Water 1000mm (7574962) - Distance: 0
FM00 - Flood Zone Surface Water 1000mm (7574976) - Distance: 0
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FM00 - Flood Zone Surface Water 1000mm (7576848) - Distance: 0

	<p>FM00 - Flood Zone Surface Water 1000mm (7660875) - Distance: 0</p> <p>FM00 - Flood Zone Surface Water 1000mm (7660903) - Distance: 0</p> <p>FM00 - Flood Zone Surface Water 1000mm (7660807) - Distance: 0</p> <p>FM00 - Flood Zone Surface Water 1000mm (7660943) - Distance: 0</p> <p>FM00 - Flood Zone Surface Water 1000mm (7661064) - Distance: 0</p> <p>HEN - No known habitats present (medium priority for habitat creation) - Distance: 0</p> <p>HEN - No known habitats present (high priority for habitat creation) - Distance: 0</p> <p>HEN - Existing habitat not currently qualifying under S41 NERC Act - Distance: 0</p> <p>HEN - Existing S41 NERC Act habitat - Distance: 0</p> <p>SAGB - Sand and Gravel Belt - Distance: 0</p> <p>HPGU - Hatfield Woodhall - Distance: 0</p> <p>HHAA - Hatfield Heritage Assessment Area(Green Corridor) - Distance: 0</p> <p>Historic Parks and Gardens Unregistered.</p>
<p>Relevant planning history</p>	<p>Planning</p> <p>Application Number: E6/1950/1055/ Decision: No Information Decision Date: 31 December 1950</p> <p>Proposal: Proposed police headquarters.</p> <p>Application Number: E/1950/1055/ Decision: Granted Decision Date: 21 March 1952</p> <p>Proposal: Site for Police Headquarters</p> <p>Application Number: E6/1963/1243/ Decision: Granted Decision Date: 15 October 1963</p> <p>Proposal: Erection of County Police Headquarters with Training School and Extensions to workshops and garages</p> <p>Application Number: E6/1967/1852/ Decision: Granted Decision Date: 05 January 1968</p> <p>Proposal: Sports pavillion, changing room & groundman store.</p> <p>Application Number: N6/1976/0263/CC Decision: Granted Decision Date: 19 October 1976</p> <p>Proposal: Office accommodation</p> <p>Application Number: N6/1977/0250/CC Decision: Granted</p>

	<p>Decision Date: 27 June 1977</p> <p>Proposal: Open air firearms range</p> <p>Application Number: N6/1983/0085/CC Decision: Granted Decision Date: 17 March 1983</p> <p>Proposal: Replacement of existing 36 metres high tubular steel radio tower</p> <p>Application Number: N6/1983/0050/CC Decision: Granted Decision Date: 17 April 1983</p> <p>Proposal: Communication centre and office extension to the existing office block</p> <p>Application Number: C6/1985/0593/CC Decision: Granted Decision Date: 24 October 1985</p> <p>Proposal: New dog kennels and enclosure</p> <p>Application Number: C6/1986/0074/FP Decision: Granted Decision Date: 14 March 1986</p> <p>Proposal: 2 Temporary portable buildings for use as site offices with portable toilet/wash cabin</p> <p>Application Number: C6/1987/0407/CC Decision: Granted Decision Date: 02 July 1987</p> <p>Proposal: Change of use from dormitory block to offices</p> <p>Application Number: C6/1988/1255/FP Decision: Granted Decision Date: 03 February 1989</p> <p>Proposal: Siting of two temporary portable buildings for use as site office, with portable toilets and wash cabin</p> <p>Application Number: N6/1991/0863/FP Decision: Granted Decision Date: 19 December 1991</p> <p>Proposal: Siting of two temporary portable buildings for office use for 8 months (renewal of consent N6/1255/88/fp)</p> <p>Application Number: N6/1992/0109/FP Decision: Granted Decision Date: 30 March 1992</p> <p>Proposal: Erection of temporary building for use as offices</p> <p>Application Number: N6/1992/0514/FP Decision: Granted Decision Date: 04 September 1992</p>
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	<p>Proposal: Temporary siting of portakabin (renewal of consent N6/0863/91/FP)</p> <p>Application Number: N6/1994/0219/FP Decision: Granted Decision Date: 25 April 1994</p> <p>Proposal: Siting of portakabin</p> <p>Application Number: N6/1994/0781/FP Decision: Granted Decision Date: 17 January 1995</p> <p>Proposal: Retention of existing mobile office unit, and erection of single storey extension.</p> <p>Application Number: N6/1994/0724/FP Decision: Granted Decision Date: 02 February 1995</p> <p>Proposal: Change of use of 3 No. hostel blocks to offices for police use, and an additional 57 No. car parking spaces</p> <p>Application Number: N6/1995/0384/FP Decision: Granted Decision Date: 03 July 1995</p> <p>Proposal: Siting of portakabin (Renewal of previous planning permission N6/0219/94)</p> <p>Application Number: N6/1996/0625/FP Decision: Granted Decision Date: 14 October 1996</p> <p>Proposal: Retention of a portakabin for office use. (Renewal of planning permission Ref: N6/0384/95/FP)</p> <p>Application Number: N6/1996/0952/FP Decision: Granted Decision Date: 21 January 1997</p> <p>Proposal: Provision of additional car parking and erection of 2 No. cycle sheds</p> <p>Application Number: N6/1998/0066/FP Decision: Granted Decision Date: 09 March 1998</p> <p>Proposal: Insertion of 5 No. windows in north east elevation of stores building</p> <p>Application Number: N6/1998/0064/FP Decision: Granted Decision Date: 09 March 1998</p> <p>Proposal: Provision of portable storage unit within a fenced compound with external lighting</p> <p>Application Number: N6/1998/0065/FP Decision: Granted</p>
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	<p>Decision Date: 16 March 1998</p> <p>Proposal: Erection of 2.1 metre high weld mesh fence around site perimeter</p> <p>Application Number: N6/1998/0304/FP Decision: Granted Decision Date: 05 May 1998</p> <p>Proposal: Installation of window</p> <p>Application Number: N6/1998/0593/FP Decision: Granted Decision Date: 27 July 1998</p> <p>Proposal: Retention of temporary building for office use</p> <p>Application Number: N6/1998/0603/FP Decision: Granted Decision Date: 27 July 1998</p> <p>Proposal: Erection of 2.1m high gates and mesh fence to form compound</p> <p>Application Number: N6/1998/0929/FP Decision: Granted Decision Date: 30 November 1998</p> <p>Proposal: Non compliance with condition 2 of planning permission N6/0384/95/FP to permit continued use of temporary building as office accommodation</p> <p>Application Number: N6/1999/0046/FP Decision: Granted Decision Date: 01 March 1999</p> <p>Proposal: Change of use of garage for use as office</p> <p>Application Number: N6/1999/0368/FP Decision: Granted Decision Date: 28 June 1999</p> <p>Proposal: Change of use of garage/workshop to office use</p> <p>Application Number: N6/1999/0369/FP Decision: Granted Decision Date: 28 June 1999</p> <p>Proposal: Change of use of first floor accommodation to office use</p> <p>Application Number: N6/1999/0706/FP Decision: Granted Decision Date: 27 September 1999</p> <p>Proposal: Change of use of garage to office</p> <p>Application Number: N6/2000/0311/FP Decision: Granted Decision Date: 02 May 2000</p> <p>Proposal: INSTALLATION OF EXTERNAL DISABLED ACCESS CHAIR LIFT</p> <p>Application Number: N6/2000/0561/FP Decision: Granted</p>
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	<p>Decision Date: 12 June 2000</p> <p>Proposal: ALTERATIONS TO ELEVATIONS</p> <p>Application Number: N6/2000/0450/FP Decision: Granted Decision Date: 10 July 2000</p> <p>Proposal: CONSTRUCTION OF NEW CAR PARK AND OPEN TRAINING FACILITY AND TWO 8M PYLONS WITH LIGHTING</p> <p>Application Number: N6/2000/0666/OP Decision: Granted Decision Date: 10 July 2000</p> <p>Proposal: OUTLINE APPLICATION FOR NEW SCIENCE SERVICES BUILDING</p> <p>Application Number: N6/2000/0751/FP Decision: Granted Decision Date: 17 July 2000</p> <p>Proposal: NEW SCIENTIFIC SERVICES BUILDING</p> <p>Application Number: N6/2000/1490/FP Decision: Granted Decision Date: 02 January 2001</p> <p>Proposal: NON COMPLIANCE WITH CONDITION 2 OF PLANNING PERMISSION N6/0929/98 TO PERMIT CONTINUED USE OF TEMPORARY BUILDING AS OFFICE ACCOMMODATION</p> <p>Application Number: N6/2001/0543/FP Decision: Granted Decision Date: 18 June 2001</p> <p>Proposal: CONVERSION OF PART OF GARAGE BLOCK TO FORM BRIEFING ROOM, LOCKER ROOM AND ANCILLARY ACCOMMODATION</p> <p>Application Number: N6/2001/0755/FP Decision: Granted Decision Date: 23 July 2001</p> <p>Proposal: REPLACEMENT OF FLAT ROOFS OVER GARAGE, ADMINISTRATION / STORES & VEHICLE MAINTENANCE BUILDING, TO PITCHED METAL SHEETING ROOFS</p> <p>Application Number: N6/2001/1143/FP Decision: Granted Decision Date: 12 October 2001</p> <p>Proposal: CHANGE OF USE OF DWELLING TO OFFICE ACCOMMODATION</p> <p>Application Number: N6/2001/1255/FP Decision: Granted Decision Date: 07 November 2001</p> <p>Proposal: ERECTION OF SINGLE STOREY COMMUNICATIONS BUILDING WITH FLAT ROOF WITHIN EXISTING RETAINING WALL</p> <p>Application Number: N6/2002/0752/DT Decision: Granted</p>
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Decision Date: 08 July 2002

Proposal: SIX PANEL ANTENNAS, FOUR DISH ANTENNAS TO EXISTING MAST, EQUIPMENT CABIN AND ASSOCIATED DEVELOPMENT

Application Number: N6/2002/0895/FP Decision: Granted
Decision Date: 22 August 2002

Proposal: RETENTION OF MOBILE UNIT

Application Number: N6/2003/0949/FP Decision: Approval Subject
to s106 Decision Date: 08 January 2004

Proposal: PHASED REDEVELOPMENT OF EXISTING POLICE AUTHORITY HEADQUARTERS INVOLVING PARTIAL DEMOLITION AND CONSTRUCTION OF UP TO A TOTAL OF 20,000 SQUARE METRES OF B1 OFFICE FLOORSPACE, CREATION OF NEW EMERGENCY ACCESS, EXTENSION AND RECONFIGURATION OF EXISTING CAR PARKING, RELOCATION OF EXISTING TELECOMMUNICATIONS MAST AND AERIALS AND COMPREHENSIVE LANDSCAPING

It is understood that this application was implemented through the construction of the operational support building and the permission was only partially implemented. This permission therefore remains extant and the amount of development permitted by this application is material to the consideration of your current proposal.

Application Number: N6/2004/0593/AD Decision: Granted
Decision Date: 04 June 2004

Proposal: ERECTION OF 2 FREE STANDING INTERNALLY ILLUMINATED TOTEM SIGNS

Application Number: N6/2005/0524/FP Decision: Granted
Decision Date: 20 June 2005

Proposal: REMOVE EXISTING 36 METRE TELECOMS MAST & ERECTION OF A NEW 45 METRE TELECOMS MAST WITHIN FENCED COMPOUND

Application Number: N6/2006/0076/FP Decision: Granted
Decision Date: 20 March 2006

Proposal: INSTALLATION OF NEW PETROL TANK

Application Number: N6/2011/0216/PA Decision: Decision
Date: 24 March 2011

Proposal: Installation of Solar Panels

Application Number: N6/2011/0074/FP Decision: Granted
Decision Date: 31 March 2011

Proposal: Installation of 120cm aperture terminal and 200cm encasing radome (radar dish dome) in an enclosed fenced area

Application Number: N6/2011/0952/FP Decision: Granted
Decision Date: 01 August 2011

Proposal: Replacement bullet proof catcher and backstop structure

Application Number: N6/2012/0854/MA Decision: Granted
Decision Date: 03 August 2012

Proposal: Formation of new firearms training range, replacement bullet catcher and backstop structure with associated landscaping

Application Number: N6/2014/2149/FP Decision: Granted
Decision Date: 24 December 2014

Proposal: Proposed enlargement of existing police firearms training range including enlarged replacement bullet catcher and backstop, erection of single storey support building and associated landscaping

Application Number: 6/2015/1032/S73B Decision: Granted
Decision Date: 23 July 2015

Proposal: Variation of condition 2 (approved plans) of planning permission N6/2014/2149/FP - Proposed enlargement of existing police firearms training range including enlarged replacement bullet catcher and backstop, erection of single storey support building and associated landscaping

Application Number: 6/2017/0504/FULL Decision: Granted
Decision Date: 01 June 2017

Proposal: Alterations to existing highway junction, internal access road and car park, including replacement parking spaces, and erection of new security fencing and gates.

Application Number: 6/2017/1273/COND Decision: Granted
Decision Date: 06 July 2017

Proposal: Submission of details pursuant to condition 1 (parking during construction) on planning permission 6/2017/0504/FULL dated 01/06/2017

Application Number: 6/2020/2682/PA Decision: Granted
Decision Date: 09 December 2020

Proposal: Pre-application advice for planning prospectus Herts Constabulary HQ

Proposed Headquarters building

Detailed report which has fed into this delegated report.

Proposal: Request for screening opinion

Application Number: 6/2020/3291/EIA Decision: Determined.

Decision Date: 18 December 2020

Proposal: Pre-application advice for planning prospectus Herts Constabulary HQ - second pre-application enquiry

Application Number: 6/2020/3359 Decision: Granted

Decision Date: 7 January 2021

Pre-application notes from meeting with Hertfordshire County Council's Highway Department.

Main points:

- No change to comments made in first response dated 26/11/2020. Conclusion is high quality design.
- Views from Hatfield House and Brocket Hall should be included within Landscape Visual Impact Assessment.
- The visuals which are being developed appear to indicate that the proposed building would be obscured in most views of the site by existing landscaping, and this would also be the case from one of the most important viewpoints from the White Bridge, Welwyn Garden City.
- The replacement or removal of the mast was discussed.
- The initial view of the Council's Conservation advisor is that the development would be sufficiently screened such that it would not impact on the setting of the Welwyn Garden City Conservation Area. The Council's Conservation advisor will be consulted on any application submitted and will obviously assess and consider the detailed information submitted with the application including the completed LVIA.
- The landscaping scheme for the area immediately adjacent to the proposed building is acceptable in principle.
- Site needs to be accessible to all.
- Pre-application discussions are to take place with Hertfordshire County Council's, Lead Local Flood Authority.
- Pre-application discussions have taken place with Hertfordshire County Council Highways. Amendments sought in regards to pedestrian and cycle access to site.
- Concerns raised in regards to safety of construction access. A construction management plan should be submitted with the planning application.
- Health Impact Assessment not required.
- Council's Public Health and Protection raised no objection.
- No consultation response received from Council's Landscape Team.

	<p>Proposal: Pre-application advice for planning prospectus Herts Constabulary HQ</p> <p>Application Number: 6/2021/1503/PA Decision: Written Report Not Sent Decision Date: 21 July 2021</p> <p>Pre-application meeting took place to provide presentation of application to Case Officer.</p> <p>The main differences between the above pre-application submission and the current planning application are:</p> <ul style="list-style-type: none"> • The final location of the storage building to the north of the proposed decant building; • Proposed landscaping including the final position of the memorial garden; • The location of car parking including the extension of the existing car park to the south of the site; • The final location of a E and F building; • The inclusion of storage containers; • Inclusion of increased SUDS drainage; • Inclusion of temporary catering facilities; • Retention of access through the Gosling Centre; • Increased area of PV panels on proposed Headquarters Building; <p>And the replacement of the roundabout with a different internal road layout.</p>		
Consultations			
Neighbour representations	Support: 0	Object: 0	Other: 1
Publicity	<p>Site Notice Display Date: 2 February 2022</p> <p>Site Notice Expiry Date: 23 February 2022</p> <p>Press Advert Display Date: 4 August 2021</p> <p>Press Advert Expiry Date: 25 August 2021</p> <p>The Community Engagement Event took place between the 21st May and 4th June 2021. A Webinar Event took place on the 25th May 2021.</p>		
Summary of neighbour responses	<p>81 Crawford Road Hatfield</p> <p>Comment: We support the plans to improve the site for the Police. However, we would like to see any section 106 funds spent on the cycle route across the Police HQ entrance, as follows:</p> <p>Cycle route maintenance: A proper restoration of the full width of Old Stanborough Lane past the Police HQ in such a way as to sustainably prevent the annual vegetation growth which makes this path difficult to use especially in August at peak growth season. This is a key walking</p>		

	<p>and cycling route to the park.</p> <p>Lighting: Old Stanborough Lane is lit from Gosling Stadium down to the Police HQ entrance but then unlit down to the Lakes cafe. This is a route to school for children from Hatfield to Stanborough School and is a dark and hidden space after school on winter evenings.</p> <p>1 and 2 need doing to encourage more staff from the Police HQ to travel to work actively. Please can we see work done to restore and enhance this neglected community asset?</p>
<p>Consultees and responses</p>	<p>Lead Local Flood Authority – No objection subject to conditions.</p> <p>WHBC - Public Health and Protection - Public Health and Protection – No objection subject to condition and informatives.</p> <p>Environment Agency – No comments received.</p> <p>Affinity Water Ltd - Planning Team – No comments received.</p> <p>Thames Water, Development Control – No objection subject to informative.</p> <p>Hertfordshire County Council - Hertfordshire Transport Programmes & Strategy – No objection subject to conditions, and S106 contributions.</p> <p>The Gardens Trust – No comments received.</p> <p>Hertfordshire County Council - Spatial Planning & Economy Team- No comments received.</p> <p>The Ramblers' Association -No comments received.</p> <p>Hertfordshire County Council- Rights of Way North – No comments received.</p> <p>HCC Water Officer – No objection subject to condition.</p> <p>Welwyn Hatfield Borough Council - Landscapes Department – No objection subject to conditions.</p> <p>Conservation Officer – No objection subject to conditions.</p> <p>Secure by Design – Support.</p> <p>WHBC - Client Services – No objection.</p> <p>Historic England- No objection.</p> <p>Herts & Middlesex Bat Group – No comments received.</p> <p>Herts & Middlesex Wildlife Trust – No comments received.</p> <p>Hertfordshire Ecology – No comments received.</p>

Cadent Gas Limited - No objection subject to informative.

Welwyn Hatfield Borough Council - Parking Services – No comments received.

Network Rail – No observations to make.

Hertfordshire County Council - HCC Minerals and Waste Team- No comments received.

Gascoyne Estates- No comments received.

Historic Environment: No objection subject to condition.

Brocket Hall Estate- No comments received.

Councillor Jayne Ranshaw- Regarding the above application, may I please ask if the existing comms tower will be relocated? As you approach Parkway from Digswell Road the view is the vista that is Parkway with its avenue of trees, with the comms tower appearing like a giant exclamation mark between the trees and completely ruining the view of the town. Perhaps this would be an opportunity to relocate it.

Within the planning application, the overall development is broken into three phases. None of the above conditions have taken this element into account, therefore it is considered reasonable for the Case Officer to amend the wording of some of the conditions to take phasing into account. Other conditions have had to be replicated under different phases e.g phase 1 to allow the application to build over the five year development without delaying development.

Finally there was an error in the document referred to by the Lead Local Flood Authority within one of their conditions, which the Case Officer has amended.

Relevant Policies

- National Planning Policy Framework
- SD1 Sustainable Development
 - GBSP2 Towns and Specified Settlements
 - R1 Maximizing the Use of Previously Developed Land
 - R2 Contaminated Land
 - R3 Energy Efficiency
 - R5 Waste Management
 - R7 Protection of Ground and Surface Water
 - R10 Water Conservation Measures
 - R11 Biodiversity and Development
 - R17 Trees, Woodland and Hedgerows
 - R19 Noise and Vibration Pollution
 - R20 Light Pollution
 - R28 Historic Parks and Gardens
 - R29 Archaeology
 - M1 Integrating transport and Land Use
 - M3 Green Travel Plans
 - M4 Developer Contributions

M5 Pedestrian Facilities
 M6 Cycle Routes and Facilities
 M8 Powered Two-Wheelers
 M14 Parking Standards for new development
 D1 Quality of design
 D2 Character and Context
 D5 Design for Movement
 D6 Legibility
 D7 Safety by Design
 D8 Landscaping
 D9 Access and Design for People with Disabilities
 IM2 Planning Obligations
 OS1 Urban Open Land
 EMP8 Employment Sites Outside of Employment Areas

Draft Local Plan Proposed Submission August 2016

SP1 Delivering Sustainable Development
 SP3 Settlement Strategy and Green Belt boundaries
 SP4 Transport and Travel
 SADM2 Highway Network and Safety
 SADM3 Sustainable Travel for All
 SP8 The Local Economy
 SP9 Place Making and high quality design
 SADM11 Amenity and layout
 SADM12 Parking, servicing and refuse
 SP10 Sustainable design and construction
 SADM13 Sustainability requirements
 SADM14 Flood Risk and Surface Water Management
 SP11 Protection and enhancement of critical environmental assets
 SADM15 Heritage
 SADM16 Ecology and Landscape
 SADM17 Urban Open Land
 SADM18 Environmental Pollution
 SP13 Infrastructure delivery

Planning Obligations Supplementary Planning Document February 2012
 Supplementary Design Guidance February 2005
 Parking Standards Supplementary Planning Guidance January 2004
 Interim Car Parking and Garage Policy August 2014
 Hatfield Heritage Assessment 2019

Main Issues

Principle of development

The application site is considered a sustainable location and seeks to partly redevelop a mainly brownfield site in accordance with the National Planning Policy Framework, Policies SD1 and R1 of the District Plan 2005 and SP1 of the Draft Local Plan.

The site lies within the built-up area of Welwyn Garden City where in accordance with Policy GBSP2 of the District Plan 2005 there is no objection in principle to development.

An operational needs and benefits document along with planning statement and design and access statement have been provided as part of this planning application. These set out the reasons for the

proposed re-development and the rationale behind the proposals in detail.

The key reasons for the redevelopment of the application site are that the buildings and infrastructure are beyond their economic and intended life span with the majority built in the 1960's. Many of the buildings have been repurposed from their original use and offer poor working conditions. The buildings are not conducive to partnership working across the emergency services and fail to attract new staff.

Urban Open Land

The southern part of the application site is designated as Urban Open Land, where in accordance with Policy OS1 of the District Plan 2005 development will not be granted unless the criteria set out in the policy are met, including that the development assisted in the maintenance or reinforcement of its function as essential open areas and that the development is of a scale which did not compromise the value of the Urban Open Land.

The proposal seeks to extend the attenuation pond, relocate the memorial garden, extend an existing car park and erect a dog unit and kennels with associated works. Not all these elements of the proposal were included within the pre-application.

It is acknowledged that the dog unit and kennels with associated works is to be largely constructed on the site of the Alban building and shipping containers. Part of the proposal would encroach slightly further south of the existing footprint into the Urban Open Land. However, this is considered acceptable as it would not increase significantly into this land to compromise the value of the Urban Open Land.

The other development within the Urban Open Land would be the extension of the existing attenuation pond, relocation of the memorial garden and extension of an existing car park. These elements of the proposal are constrained in the location of existing development within the Urban Open Land. The extension of the attenuation pond is necessary for the redevelopment of the entire site and overall these proposals would not encroach significantly into this land.

Therefore on balance the proposal would not conflict with the requirements of this policy. The policies in the Draft Local Plan would not result in any change to the principle of development on the site (Policy SP3), and the land to south is proposed to remain as Urban Open Land (Policy SADM17).

Temporary use of land

There are no policy restrictions in place which prevents the use of the existing track and associated land within the Gosling Sports Park to be used on a temporary basis as a construction route and compound. Therefore the proposal is not considered a departure in the local plan.

Employment sites outside the employment area

	<p>The proposed development is not considered to result in a loss of an employment site outside the employment area. Therefore is considered acceptable in regards to Policy EMP8 of the District Plan 2005.</p>
<p>Enabling works</p>	<p>The proposal seeks to utilise the existing vehicular access to the Gosling Sports Park and undertake works associated with the construction of the haul road. In the plans and supporting documentation, it says that part of the Gosling Sports Park car park will be blocked off from general public use but limited details have been provided. A substantial amount of car parking is being taken out of use and no details have been provided in regards to its usage and whether other temporary parking opinions are required. It is therefore considered reasonable to request these details by way of condition to ensure the protection of the use of the Gosling Sports Park and ensure that there is adequate car parking provision for its users.</p> <p>The proposal also seeks to erect fencing, gates and haul road which continues into the main application site. Limited details have been provided of these elements. It is considered that the development to the Gosling Sports Park requires completion prior to the demolition of the buildings to ensure that construction routes are in place. It is considered that this is reasonable to condition.</p> <p>Finally, based on the planning history, the area of the haul road has been proposed as future car parking for the Gosling Sports Park. Therefore it is considered reasonable to request the haul road and all associated works to be returned to its original state on completion of development.</p>
<p>Layout and Design</p>	<p><u>Layout and Design</u></p> <p>Policy GBSP2 of the District Plan 2005 states that development within the specified settlements will be limited to that which is compatible with the maintenance and enhancement of their character. Policies D1 and D2 require the standard of design in all new development to be of a high quality and that all new development respects and relates to the character and context of the area in which it is proposed, maintaining and where possible enhancing the character of the existing area. These policies are expanded upon in the Council's Supplementary Design Guidance (SDG) which requires the impact of a development to be assessed giving regard to the bulk, scale and design of the proposal and how it harmonises with the existing building and area.</p> <p>The SDG outlines, amongst other things, that new development should:</p> <ul style="list-style-type: none"> - Respond to building forms and patterns of existing buildings in the detailed layout and design to reinforce a sense of place; - Use local materials and building methods/details to enhance local distinctiveness; and - Ensure that the scale, height, massing, and space around the new development in relation to the adjoining buildings is considered. <p>The NPPF emphasises the importance of good design as a key aspect of sustainable development. The creation of high quality buildings and places is fundamental to what the planning and development process</p>

should achieve and that good design is a key aspect of sustainable development. Decisions should ensure developments will function well, be visually attractive, sympathetic to local character and establish a strong sense of place.

The buildings proposed to be demolished as part of the development are not of any architectural merit, being largely uninteresting in their appearance and typical of an institutional establishment. They are of varying age and appearance and due to the piecemeal development of the site, there is no cohesive design approach to the existing buildings.

The location of the site in between the Gosling Sports Park to the north and Stanborough Lakes and Park to the south, means that the character and appearance of the site's surroundings are varied and there is no particular consistent character in the design and appearance of nearby buildings.

The main development site where the largest buildings are to be situated is located centrally within the existing Headquarters site and the proposed buildings would add to an existing cluster of larger police buildings, including the Peter Sharpe Building, and OSB. Other smaller proposed buildings, the dog unit and kennels are located to the west and the Estates and Facilities Building is located to the east. A storage building and shipping containers are also proposed.

Although both the decant building and headquarters building will be substantial in size, the proposed buildings have been designed to complement their surroundings without dominating. The decant building at three storeys in height is similar in height to the existing CMD building. It is also similar in footprint to the existing Peter Sharp building.

The headquarters building which ranges between four and five storeys in height and has a substantial footprint will be both the highest and largest building on site. Although large in footprint, it is the combination of the replacement of numerous other buildings to be demolished on site. In regards to height, the agent has utilised the drop in topography levels from north to south within the application site, so the height of the building would appear as four storeys from some vantage points.

(It should also be noted here that there is an extant planning application which was implemented as per the planning history, this application was for the approval of substantial sized buildings as part of a redevelopment scheme).

The other proposed buildings are a similar height and footprint to other ancillary buildings on site.

The form of all the proposed buildings has been broken down using design and materials which help to break down the overall scale of the buildings and makes them more legible. There is a cohesive design approach used between the decant and headquarters building.

The scheme proposes a palette of high quality materials which would create an identity for the new buildings. The elevations of the proposed buildings take a modern approach. The variance of materials and

textures would create a well-articulated and visually interesting buildings of an appropriately high standard for this location.

The proposed development represents an efficient use of the land whilst still sitting comfortably within the site when taking account of the adjoining buildings. It is considered that the proposal would be of an appropriate scale for its location and would make a positive contribution and sense of place, without resulting in an overly dominant form of development.

Notwithstanding the information submitted with this application, a planning condition requiring the final material selection to be approved would be appropriate.

Overall, subject to a materials condition which will be split per phase, the proposal is considered to be of a high standard of design would create a satisfactory setting for the buildings as well as enhancing and complementing the character and context of the area. In this respect, no objections are raised with regard to the National Planning Policy Framework, and Policies D1 and D2 of the District Plan 2005.

Views of the application site

The site, due to topography and existing landscaping, is relatively well screened from its surroundings and only glimpses into the site are afforded from the accesses along Stanborough Road. The existing site therefore has a limited impact on the character and context of the area within which it is situated.

Under the pre-application, the previous case officer considered it was not considered clear whether the proposed development due to the increase in height of the building, would be visible from areas outside of the application site. A draft Landscape and Visual Impact Assessment was produced by the agent.

The previous case officer considered that the visuals which are being developed appear to indicate that the proposed building would be obscured in most views of the site by existing landscaping, and this would also be the case from one of the most important viewpoints from the White Bridge, Welwyn Garden City.

Further advice was provided to the agent that views should be considered from Hatfield House and Brocket Hall.

A detailed Landscape and Visual Impact Assessment has been submitted as part of this planning application. This has demonstrated that there is no visual impact from Hatfield House, Brocket Hall and the White Bridge in Welwyn Garden City.

It concludes that in summary, the site for the proposed development lies within the urban area and also within the existing police headquarters site. The proposals involve the replacement of some poor quality buildings which have reached the end of their useful life with two well designed main buildings constructed from high quality materials and a number of smaller buildings, together with a comprehensive and high

	<p>quality landscape scheme for the areas around them. The new buildings would be taller than those they replace, and there would be an overall increase in the amount of built form within the site, but that increase would be more than balanced by the significant improvement in quality of the buildings and external areas, which would be most readily appreciated from inside the site.</p> <p>Where visible in short distance views from outside the site, the much improved quality of the replacement buildings would be apparent, and any landscape and visual effects would be beneficial. In longer distance views the improvement in quality would be less appreciable, but so would the increase in built form, so longer distance landscape and visual effects would tend to be neutral - there would be no adverse effects on any areas. Therefore considered acceptable in accordance to planning policy.</p>
<p>Historical and Wider Green Belt environment</p>	<p>The site is located adjacent to and partially within the Welwyn Garden City Conservation Area. There are no listed buildings within close proximity, however, the wider landscape settings of Hatfield House and Park (Grade I listed building and Grade I Registered Park & Garden (RPG)) and Brocket Hall and Park (Grade II listed building and Grade II RPG) could be impacted due to the scale of the development.</p> <p>The application site is also covered by Historic Parks and Gardens unregistered. The site is surrounded by the Metropolitan Green Belt and the south of the site is covered by Hatfield Heritage Assessment Area.</p> <p>Both Historic England and the Council's Conservation Officer have been consulted as part of this planning application. The Council's Conservation Officer was also consulted under the pre-application. Both of these consultees raised objection which has resulted in significant pre-application between parties to resolve concerns.</p> <p>A Landscape and Visual Impact Assessment (LVIA) has been provided. In regards to the relevant heritage assets, the LVIA has concluded that there will be minimal impact to views to and from the assets. It is agreed that there will be little impact to views from Hatfield House and Park and Brocket Hall and Park and no harm will be caused to their significance.</p> <p>With regards to the Welwyn Garden City Conservation Area, the site is located to the south and roughly in alignment with Parkway which is the principal designed route through the centre of the Garden City. There are long vistas along Parkway to the north and south. The LVIA shows a view from the White Bridge at the northern end of The Campus looking south down Parkway towards the site.</p> <p>Additional large scale viewpoints of this view in summer and winter have been provided to demonstrate that the proposal will not have a detrimental impact on this view, partially due to screening from existing trees and vegetation.</p> <p>The proposed buildings will be more visible in views from the southern end of Parkway looking towards the site, however, it is recognised that these are less formal views and the view is terminated by the existing trees. It is important that the trees along Stanborough Road are</p>

retained to filter views of the development but as these are largely outside the site boundary they appear to be unaffected.

The only direct impact on the Conservation Area will be from the proposed haul road to the north of the site. It appears that some trees will be removed in the creation of the access road.

As the trees are important in filtering views of the site from within the Conservation Area, it is important that they are retained as far as possible and/or the boundary planting enhanced.

As noted in Historic England's advice, whilst views which affect the heritage assets are limited, there remains an opportunity to ensure the colour and finish of the facing materials used are as visually unobtrusive as possible.

The proposed Headquarters Building features a projecting Glulam roof structure with an anodised bronze steel edge channel. This appears to be quite a prominent feature which could be glimpsed in views from the Conservation Area. However, as the LVIA shows, the views of the proposed building are very limited and, if the boundary planting is appropriate (either through retention of trees or additional planting) then its visual impact will be minimal.

The Conservation Officer has raised that the limestone finish and mid-grey brickwork proposed are somewhat at odds with the Garden City vernacular. Materials of a colour more in keeping with the typical red brick and tile of the Garden City would perhaps be more appropriate in regards to local character and distinctiveness. However this point is not raised this as a reason for refusal.

As demonstrated in the LVIA, the impact on heritage assets is minimal and there will be no harm caused to the significance of Hatfield House and Park, Brocket Hall and Park or the Welwyn Garden City Conservation Area as a result of the proposed development. Should the planting and trees along the north-eastern access road be maintained or enhanced, there will be no detrimental impact on the Conservation Area's character or appearance. It is considered reasonable to condition both final materials and final landscape schedule.

As discussed above there will be some views of the taller buildings from vantage points, however it is considered that as they replace existing buildings which are also currently visible that these will not be significant to result in a reason for refusal in regards to the impact on openness of the wider Green Belt setting

Nor due to the redevelopment of the site considered to result in a reason for refusal on the impact on the historic park and gardens unregistered constraint. The proposal is also not considered to impact on the Hatfield Heritage Assessment Area.

The proposal is considered to be acceptable in regards to the National Planning Policy Framework, Policies R28 of the District Plan 2005 and Policy SADM15 of the Draft Local Plan.

<p>Impact on nearby Listed Buildings</p>	<p>The nearest Listed Building is a Grade II listed cottage some 500m distant to the southwest. It is part of a group of buildings with a large farmhouse and its setting is largely truncated by the railway to its east which is on an elevated embankment. As such the proposed development would have no impact on the setting or significance of this designated heritage asset. There would be no harm to the settings of any listed buildings within the built-up area of the town itself.</p> <p>During pre-application discussions, the previous case officer requested that the applicant consider the potential impact of the development on Brocket Hall and Hatfield House, both Grade I Listed buildings. The Landscape and Visual Impact Assessment has demonstrated that there is no intervisibility with these heritage assets and therefore no prospect of any harm to their significance occurring.</p>
<p>Impact on neighbours</p>	<p>Due to the enclosed nature of the site, the distance from nearby residential properties being some 170m to the northwest of the site on Stanborough Green and the nature of the development, it is not anticipated that the proposed development would result in any harmful impacts on the amenities of the occupiers of nearby residential properties, including from increased noise and disturbance from any increase in activity at the site.</p> <p>The Council's Public Health and Protection Team have no objection subject to the standard condition and informatives. It should be noted that the condition in regards to hours of operation has been amended to an informative as this is covered by other legalisation.</p> <p>However within the submitted external noise survey report, it states on page 9, once new plant selections have been developed further, it recommends that a plant noise assessment is undertaken to set upper limits for each external termination of the individual mechanical systems (and any other external plant) such that plant noise is suitably controlled to achieve the noise emission limits at neighbouring properties.</p> <p>Therefore it is considered reasonable that this is conditioned as part of any planning application approved.</p> <p>Under the pre-application, the Case Officer discussed future housing development within the draft local plan adjacent to the application site. However, it is considered that this matter has limited weight in the determination of this planning application.</p>
<p>Electric charging points</p>	<p>There are no policies within the District Plan 2005 or Draft Local Plan Proposed which require the provision of electric vehicle charging points.</p> <p>Hertfordshire County Council - Hertfordshire Transport Programmes & Strategy as part of their consultation response have requested a condition:</p> <p>"Prior to the first occupation the development hereby permitted, provision shall be made for 20% of the car parking spaces to have active provision for EV charging and 20% of the car parking spaces to have passive provision for EV charging."</p>

	<p>This requires compliance of this condition across the whole site which would necessitate the provision of 152 vehicle charging points and passive provision to a further 152.</p> <p>The agent has provided a detailed response in regards to this inclusion of this condition which concludes that it fails to meet the conditions tests.</p> <p>Based on the consideration that there is no policy requirement for proposed electric charging points and the points submitted by the agent. The Case Officer considers it reasonable to not include this condition to this planning application.</p> <p>8 electric charging points have been proposed. However these are not demonstrated on the proposed plans.</p> <p>It is therefore recommended that any permission granted should be subject to a condition requiring details identifying the location of 8 electric car charging points within the development.</p>
<p>Access, car parking and highway considerations</p>	<p><u>Sustainability</u></p> <p>The application site is demonstrated within the Transport Assessment to be a sustainable location. Therefore is considered acceptable.</p> <p><u>Vehicular Access - Operational Phase</u></p> <p>The proposed site masterplan shows the retention of the existing site access arrangements.</p> <p>The Highway Authority are satisfied with these arrangements.</p> <p><u>Vehicular Access – Construction Phase</u></p> <p>The Transport Assessment states construction vehicular access during the four/five year construction phase will be via a route through the Gosling Sports Centre Car Park (the Transport Assessment states this arrangement has been agreed with Stanborough School, Welwyn Hatfield Council, and Gosling Sports Centre).</p> <p>The Highway Authority have reviewed the access design onto the Gosling Sports Park access road and are satisfied in principle.</p> <p>It is noted that the Gosling Sports Park access road has a private speed limit of 10mph, however, due to the straight alignment of the road and absence of speed management features, it is expected vehicles will travel at speeds excessive of 10mph. Therefore, as part of the Construction Traffic Management Plan it is requested that visibility splays for a 20mph highway (2.4m x 23m) are submitted from the construction access.</p> <p>The Highway Authority note that the proposed construction route drawing is a preliminary design. The final design drawing must be included in the Construction Traffic Management Plan alongside a signage plans for the construction and public access.</p>

Refuse / Servicing / Emergency Access - Operational Phase

The proposals include the provision of a servicing lay-by of 18m length located to the south of the proposed HCHQ building. The Highway Authority are satisfied with this arrangement.

The proposals also include the provision of a car transporter to the site. A swept path analysis drawing has been submitted that demonstrates a car transporter can access the site.

Pedestrian and Cycle Access - Operational Phase

The proposed site masterplan shows the retention of the existing footway that links the site to the shared footway / cycleway on Stanborough Road.

It is acknowledged that under the previous permitted application 6/2017/0504/FULL, the proposals included the provision of a raised table feature at the main access and the realignment of the shared footway cycleway on the southbound approach to the access. The current application does not include this provision, and the Highway Authority are satisfied with this omission as the previous application focused on minor amendments to the existing use at the site whereas the current application is a more fundamental change which introduces Herts Fire and Rescue service use.

Considering this, and the anticipated increase in emergency vehicles, the existing design which gives emergency vehicles priority is considered suitable.

Pedestrian & Cycle access – Construction Phase

The Transport Assessment notes there is a footpath on Gosling Sports Park that is used by pupils from Stanborough School to get to sports pitches to the north of the Constabulary site. The Transport Assessment states that measures will be taken at the crossing point to advise drivers of the presence of the crossing and to ensure the safety of pupils and others using the footpath. The details of these measures must be provided in the requested Construction Traffic Management Plan.

Highway Safety

The Transport Assessment includes a review of personal injury collisions that had occurred over the most recently available five-year period on the local highway network.

The review found 15 collisions of slight severity and one fatal collision in 2015. The contributory factors were detailed in the Transport Assessment. Whilst all collisions are a concern to the Highway Authority, it is considered that the number of collisions over a five-year period is not abnormal for a heavily trafficked highway.

Trip generation -Operational Phase

The Transport Assessment states there will be an increase in total floor area increase from approximately 19,241sqm to 21,808sqm and a staff increase by 60 to a total of 1,200.

In other documents, these figures slightly increase which the Case Officer has taken into consideration and are not considered to have a significant impact on these Highway comments.

The Highway Authority are satisfied the proposals will not have a severe impact to the operation of the local highway network. Mitigation is deemed necessary to ensure increases in staff and size/floor area of the site following the development can be accommodated.

Trip Generation- Construction Phase

The Transport Assessment predicts that during the peak demolition stage the site will generate 36 two-way HGV trips per day and during the construction phase peak the site will generate 24-two way construction trips per day.

Whilst the predicted increase in HGVs on the local network is a concern, the Highway Authority are satisfied that the impact can be appropriately managed through a Construction Traffic Management Plan (CTMP). A CTMP has been requested by way of planning condition.

Car Parking – Operational Phase

The Transport Assessment states the proposals include a total of 760 spaces, including 40 for visitors, 23 accessible spaces, and 8 active electric vehicle charging points. This represents a reduction of nine (-9) spaces from the existing site provision.

The proposals include the introduction of the Herts Fire and Rescue Service to the site, which is likely to increase the demand for parking.

Despite this predicted increase in parking demand, the Highway Authority are satisfied with the proposed provision as it will discourage single occupancy vehicle trips and encourage trips by active travel and public transport. To mitigate the impact of the parking demand, and encourage public transport, it is necessary for the applicant to provide bus stop enhancements.

The Case Officer has noticed that across the planning application plans and documents, the number of car parking numbers varies. The Case Officer requested amendments from the agent and some plans were resubmitted. However these plans again show inconsistencies with the total number of car parking spaces. It is considered that 760 car parking spaces, along with associated disabled spaces and EV Charging points should be demonstrated on a final car parking layout plan prior to the final phase of development. Subject to conditions, the total number of car parking spaces is considered acceptable in regards to planning policy.

Parking – Construction Phase

The proposals include the provision of contractor car parking on a section of the construction access that routes through the Gosling Sports Park car park. This will result in the loss of car parking spaces for Gosling Sports Park.

The Case Officer has consulted the Gosling Sports Park as part of this application and no response has been received.

On balancing the loss of some car parking spaces for Gosling Sports Park against the redevelopment of this major infrastructure project, more weight would have to be provided to the infrastructure project. However it is considered that a more detailed plan is required to demonstrate how many car parking spaces would be lost and the time period that these would be out of action for should be clearly demonstrated within the Construction Management Plan.

Cycle Parking

The Transport Assessment states 44 short stay cycle parking spaces will be provided for visitors, in the form of 22 Sheffield Stands. The Highway Authority are satisfied with this arrangement.

The Transport Assessment also states 120 long stay cycle spaces will be provided, to accommodate the anticipated 1,200 staff (1 space per 10 staff).

It is noted that these spaces will be provided in the proposed HCHQ building alongside the provision of showers, lockers and changing facilities. The Highway Authority are satisfied with these arrangements.

The Case Officer has noticed that across the planning application plans and documents, the number of cycle spaces varies. The total number of cycle spaces is also not consistent with total number of staff on site which on other documents is 1,250. This represents a shortfall of 5 long term cycle spaces overall.

Cycle provision should be covered, and lockable. In the Travel Plan, it states that long stay cycles are to be located within the Headquarters building. However, this is not shown on the proposed plans.

It is therefore considered that some cycle parking could meet the standards for covered and secured cycle parking facilities. It is therefore considered reasonable for a final plan to be submitted under the final phase for details of the location, number and types of cycle parking across the application site.

Motorcycle provision

No details have been provided of the location of the 16 motorcycle spaces on site. It is therefore considered reasonable to request details by way of condition to demonstrate the location and type of motorcycle provision.

Travel Plan

	<p>The agent has submitted a Travel Plan to support the application.</p> <p>The Highways Hertfordshire County Council Travel Plan team have reviewed the Travel Plan and have found that a wide range of measures are proposed to promote sustainable travel. Nevertheless, a informative is suggested requiring a more detailed Travel Plan to be submitted in accordance with Hertfordshire County Council's Travel Plan Guidance.</p> <p><u>Construction Traffic Management Plan:</u></p> <p>The Highway Authority have requested that a Construction Traffic Management Plan is submitted prior to construction, which can be secured by condition. This is required to mitigate any adverse impact from the development on the operation and safety of the local highway network.</p> <p>Subject to suggested conditions, the proposed development will not have a severe impact to the operation and safety of the local highway network. A set of planning conditions and obligations have been recommended in order to enhance the sustainable travel options and measures. On this basis, no objections are raised in regards to access, parking or highway impact considerations.</p> <p><u>Signage</u></p> <p>It is considered that prior to completion of works, that the car parking layout including any relevant signage is laid out accordingly. It is considered reasonable to condition.</p>
<p>Public Right of Way</p>	<p>There are no public rights of way within the site. A path that routes from east to west through the Gosling Sports Park close to the northern boundary of the site is used by pupils of Stanborough School to access the detached playing fields that adjoin the site to the east. As this is the primary access for construction vehicles, ensuring safety of these pupils and the safe crossing of the path by construction vehicles will need to be carefully managed. It is considered that details of this shall be included within as part of the construction management condition.</p>
<p>Landscaping</p>	<p>Policy R17 of the District Plan seeks to protect existing trees whilst Policy D8 requires landscaping to form an integral part of the overall design, and in this respect the high quality design required by Policy D1 would again be relevant. Landscaping is important in order to protect and enhance the existing character of the area and to reduce the visual and environmental impacts of the development.</p> <p>The Council's Tree Officer and Conservation Officer have been consulted.</p> <p>In order to allow for the construction of the proposed development, it is necessary to remove in total 23 individual trees, three groups, part of three groups, one hedge and part of one hedge are to be removed to facilitate the development. None of these trees are high quality but they include seven individual trees, one group and part of one group classed</p>

as moderate quality (Category B) and the remaining 16 individual trees, two groups, part of two groups, one hedge and part of one hedge classified as low quality (Category C). In addition, two individual trees and one tree group of very low quality (Category U) are also recommended for removal. These trees are arguably not suitable for long term retention and their removal is justified regardless of the development

The above information appears to relate to the development of the site and not the proposed temporary access. An email received on 17 March 2022 from the applicant states that two trees are to be removed to facilitate the new access. Photographs of these trees show them to be of low quality. There is no objection to the removal of this vegetation as it should not affect the screening from Stanborough Road

No details have been provided of the tree protection for the Gosling Sports Park. Therefore it is considered reasonable to condition this.

Indicative landscape plans have been provided of the decant building and headquarters buildings. More limited landscape plans have been provided of other parts of the application site.

Limited information has been provided of both hard and soft landscaping features including but not limited to fencing, gates, outside furniture, flag poles, and the final location of the memorial gardens. Therefore it is considered reasonable to request these by condition.

It is considered that additional soft landscaping and trees could be incorporated into the memorial garden, and to surround the attenuation pond and car parking area. Although demonstrated as to be undertaken under phase 1, all landscaping is to be completed under phase 3 so both conditions have taken this into consideration under the relevant phases.

Limited details have been provided of lighting. Therefore it is considered reasonable to request this by condition.

Details of landscaping works to the area which the proposed kitchen facilities are to be located should be demonstrated within the landscape scheme.

It is considered that on completion of the development, that the haul road and all works within the Gosling Sports Park including the fencing along the golf course should be removed in their entirety and the site reinstated. New landscaping and trees should be replanted to compensate for those removed under phase 1. This will be conditioned.

No details are provided to the ecological improvements on the site, therefore it is considered reasonable to condition these as part of the landscaping plan.

Subject to conditions on tree protection and landscape, the proposal would be acceptable in regards to planning policy.

Other Material considerations

<p>Refuse/servicing /car transporter</p>	<p>The proposed plans show a waste store will be located to the south of the proposed headquarters building. A route for service vehicles/car transporters has been indicatively shown in the supporting documentation. The route indicates the vehicles will travel on a loop system entering and exiting from the existing access on Stanborough Road.</p> <p>No objection has been raised by either the Council's Client Services or the Highways Team at County Council.</p>
<p>Other noise impacts</p>	<p>Within the submitted external noise survey report, the noise assessment has not been undertaken in regard to the impact on the Gosling Sports Park from lorry movements in regards to construction.</p> <p>However, on discussion with the Public Health and Protection Team, a noise condition is not required as its commercial noise adjacent to commercial premises and is considered acceptable.</p>
<p>Contaminated Land</p>	<p>The application form states that the site is contaminated. The planning history for the Gosling Sports Park also demonstrates that soil has been brought onto that site for development purposes.</p> <p>A contamination report has not been submitted as part of this planning application. Therefore it is considered that prior to development, that a contaminated land report is submitted by condition in accordance with planning policy.</p>
<p>Archaeology</p>	<p>The application site is not located within an area of archaeological significance and there are limited references to archaeological investigations within the planning history.</p> <p>The agent has stated in the Planning Statement that the proposals involve demolition of existing buildings and constructing new buildings in broadly the same location, such that there will be no impact on the 'greenfield' areas of the site. The potential for any impact on below ground archaeological remains should they be present is therefore very low.</p> <p>The agent further states that there been agreement with the Historic Environment Team at County Council that no pre-application archaeological assessment of the proposed development site is required, in the form of an archaeological desk based assessment, or intrusive field evaluation. An appropriately worded planning condition may be needed to undertake further investigation of this point.</p> <p>However, in comparison to the pre-application submission, there is now development within 'greenfield' areas of the site and also within Gosling Sports Park.</p> <p>As no evidence had been provided of this conversation, the Case Officer requested confirmation from the Historic Environment Team at County Council. A consultation response has been received which is detailed below.</p>

	<p>The development site is adjacent to an Area of Archaeological Significance (no 11) identified in the Local Plan. This denotes a mid-1st century AD palisaded enclosure that was first identified in 1938, and further investigated in 1953, and the late 1990s. Some continued use of the site in the early Roman period, probably into the 2nd century, is shown by the presence of two urned cremation groups in the enclosure ditch. There are also scattered finds of earlier prehistoric, Roman and medieval date from the general vicinity, and cropmarks of two probable plough-raised barrows near Stanborough Bury, of probable Late Neolithic/Early Bronze Age date.</p> <p>The area is therefore one that has considerable potential for the presence of prehistoric and Iron Age and Roman archaeological remains, and the site itself is in a topographically suitable location for early settlement, overlooking the valley of the River Lea.</p> <p>Although parts of the development site will have suffered disturbance from the construction of the existing buildings, the extent of this is uncertain. There are also areas of lesser impact included in the overall development. In addition, significant archaeological remains are known to survive under large buildings in Hertfordshire, such as at GlaxoSmithKline in Ware, or Bircherley Green shopping centre in Hertford. The site may therefore retain some archaeological potential.</p> <p>The Senior Historic Advisor consider that the proposed development should be regarded as likely to have an impact on heritage assets of archaeological interest and recommends a condition is required prior to demolition to allow for the investigation and possible recordings of trenches within these locations prior to development within these greenbelt locations in accordance with Policy R29 of the District Plan 2005 and Policy SADM 15 of the Draft Local Plan.</p>
<p>Flood risk and sustainable drainage</p>	<p><u>Consultation</u></p> <p>The Lead Local Flood Authority (LLFA) and the agent/applicant entered into pre-application prior to submission of this planning application. The submitted information is a result of these discussions.</p> <p>The application site is located 100 metres from the River Lea to the west and the proposal would not be affected by river flooding. Based on the Environment Agency’s checklist, they do not require consultation as part of this planning application.</p> <p><u>Assessment</u></p> <p>A Flood Risk Assessment and Drainage Strategy are submitted with the application.</p> <p>The site is in Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)). According to the EA’s Surface Water Flood Risk map, areas at “low”, “medium” and “high” risk of flooding can be identified within the site. Most of the site is at very low risk.</p> <p>The main flood risk is related to surface water, the greatest risk area</p>

	<p>appears to the south of the site along the low, semi-circular edge of the car park and adjacent to this, to the east, where the existing attenuation pond lies.</p> <p>The proposed drainage strategy (which includes features such as permeable paved parking areas, rain gardens and an extended attenuation pond) is considered to be acceptable by the LLFA subject to conditions requiring the development to be undertaken in accordance with the principles of the submitted drainage strategy.</p> <p>Thames Water have raised no objection subject to the inclusion of an informative and so long as the applicant follows the sequential approach to the disposal of surface water and demonstrates what measures have been taken to minimise groundwater discharges into the public sewer. The agent has confirmed that this has been demonstrated in the submitted Flood Risk Assessment.</p> <p>The conditions and informatives proposed by the Lead Local Flood Authority and Thames Water are considered acceptable in regards to planning policy.</p> <p><u>Gosling Sports Park</u></p> <p>The submitted drainage survey does not cover development of the haul road within the Gosling Sports Park. However, due to the small scale of development and its removal at the end of the development, it is not considered that a drainage survey is relevant and therefore further information has not been requested by the Local Planning Authority.</p>
<p>Energy Efficiency</p>	<p>An energy and sustainability statement has been provided as part of this planning application.</p> <p>The proposal exceed the requirements of Policy D3 of the District Plan 2005 and Policies SP 10 and SADM 13 of the Draft Local Plan as the scheme demonstrates that it maximises the opportunities for renewable and low carbon sources of energy supply and will meet BREEAM 'Excellent' certification.</p>
<p>Ecology</p>	<p>A Preliminary Ecological Appraisal (PEA) has been undertaken to assess both buildings and the open areas of the site to consider whether there is any ecological value within the site. The site is dominated by buildings and hard standing habitats.</p> <p>An assessment was made of those buildings which would or might be demolished as part of the proposed development for their potential to support bat roosts (Figure 1). The buildings were flat roofed and were well maintained (apart from the Administration Building). They were single storey and had been constructed in the late 1960s. The conclusion of the assessment was that three of the buildings, the south part of the Administration Building, Robertson Building and Faraday Building had potential to support bat roosts. It is recommended that a dusk and, or dawn bat emergence or re-entry survey is undertaken to establish if these building support a bat roost(s). There were no trees within the Survey Area suitable for roosting bats. Outside the Survey Area, there were a number of more mature trees which although not</p>

	<p>suitable for bat roosting could in the future have the potential to support roosts. Further investigation for roosting suitability is recommended on several other buildings within the survey area.</p> <p>The wider site supported a colony of house sparrow (<i>Passer domesticus</i>) which was using the ornamental shrubs for roosting and nesting. The latter also provided for other bird species typical of the suburban environment. A number of shrubs provide berries for some of the bird species and their flowers would be valuable for a range of insects including pollinators. None of the buildings provided the opportunity for birds to nest in. It is advised to prevent the possible disturbance and, or destruction of nests during nesting bird season (March-August) by avoiding vegetation clearance works during this period as far as reasonably possible. If works cannot be avoided during the nesting bird season it is recommended that an ecologist supervise the removal of vegetation (trees and dense scrub) and inspect for nesting birds before works commence.</p> <p>The Survey Area contained two invasive non-native species (INNS), wall cotoneaster (<i>Cotoneaster horizontalis</i>) and false-Virginia creeper (<i>Parthenocissus inserta</i>), both are listed on Schedule 9 of the WCA. It is recommended that an invasive non-native species management plan is produced to assess the risk associated with these species, explaining how, if necessary, to deal with them and to ensure no invasive non-native plants are brought onto or spread outside the Survey Area during the redevelopment process, for example, on demolition plant and in the tread of tyres.</p> <p>The PEA recommends that a Construction Environment Management Plan should be implemented detailing measures to control dust deposition, pollution/spillage, noise, vibration or lighting pollution during construction to avoid potential indirect impacts on adjacent trees and associated habitats during construction.</p> <p>The Case Officer has consulted Ecology at Hertfordshire County Council but received no consultation response. Based on the recommendations of the PEA it is considered reasonable to condition the above recommendations in line with planning policy.</p>
<p>Waste Management</p>	<p>A Site Waste Management Plan has been submitted in accordance with Policy R5 of the District Plan 2005 and Policy 12 of the Waste Local Plan.</p>
<p>Temporary buildings and structures</p>	<p>There are numerous shipping containers on the application site. It is considered that these should be removed following completion of development. A condition will be included as part of any approved planning application.</p> <p>There are also two new shipping containers located behind the Estates and Facilities building. The Case Officer requested details of these structures, but these were not provided. It is therefore considered reasonable to request details of the elevations of the shipping containers, and their final use by way of condition should planning permission be approved. It is considered that these shipping containers should be removed on completion of phase 3.</p>

	<p>A condition will also be included that on completion of development, the temporary catering facilities and all works that have occurred within Gosling Sports Park shall be removed and reinstated.</p>
<p>Accessibility</p>	<p>Accessibility has been considered as part of this planning application as detailed within the submitted documentation. Facilities within the proposed buildings would appear to be acceptable.</p> <p>However, disabled parking spaces demonstrated throughout the plans and documentation are not consistent and therefore it is considered reasonable to request a final car parking layout demonstrating disabled car parking spaces prior to completion of the final phase by way of condition.</p> <p>Under the pre-application further information was provided in regards to accessibility, it remains unclear from the plans provided how the existing pedestrian access into the site relates to the proposed building and whether pedestrians are able to safely access the building. Policy M5 of the District Plan 2005 requires that priority is given to pedestrian access in the layout of new developments through the inclusion of safe and direct routes linking to existing or proposed footpath networks and facilities. From the information provided, it is unclear whether the requirements of this policy are met. It is considered reasonable that this is demonstrated by section plans between car parking areas and the buildings by way of condition.</p>
<p>Environmental Impact Assessment</p>	<p>The proposals were the subject of Screening under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (planning application reference number 6/2020/3291/EIA).</p> <p>In accordance with Regulation 6 of The Town and Country Planning (Environmental Statement Impact Assessment) Regulations 2017, in December 2020, it was confirmed by the Local Planning Authority that the proposed development does not constitute EIA development for which an Environmental Statement is necessary.</p>
<p>Planning Obligations</p>	<p>A detailed Travel Plan monitoring and evaluation fee for a five year period at £1,200 per annum / £6,000 total fee is required (subject to Indexation RPI March 2014 in accordance with Hertfordshire County Council's Travel Plan Guidance).</p> <p>Furthermore, a S106 contribution towards public transport enhancements has been sought for the northbound and southbound bus stops opposite the site on Stanborough Road. The contributions sought are:</p> <ul style="list-style-type: none"> • £30,000 for realtime bus displays at x2 bus stops (£15,000 per unit); • £8,000 for raised kerbs at the northbound bus stop. <p>(Total £38,000)</p> <p>The bus enhancements will significantly improve the facilities and ensure safe and suitable access for users of all ages and abilities and are necessary to offset the increases in staff to the site and size of the site. This request is in line with the HCC Guide to Developer</p>

	<p>Infrastructure Contributions (July 2021) and supports the policies set out in The Hertfordshire County Council 4th Local Transport Plan (May 2018) and NPPF (July 2021).</p> <p>During the consideration of this application, the applicant has provided a S106 to secure the required financial contribution.</p> <p>A neighbour has requested that S106 contributions are required in regards to cycle provision. As the Highways Team at County Council have not requested these S106 contributions, it would be unreasonable to request these from the applicant.</p> <p>These planning obligations are considered acceptable in accordance with Planning Obligations Supplementary Planning Document February 2012, Policy IM2 of the District Plan 2005 and Policy SP13 of the Draft Local Plan.</p>
Cadent Gas	<p>No objection has been raised by Cadent Gas in regards to there equipment subject to informative.</p>
Safety by Design	<p>The proposal has been developed in accordance with Policy D7 of the Local Plan 2005.</p>
Fire Safety	<p>No objection has been raised by Hertfordshire Fire and Rescue in regard to the access within the site for a fire vehicle to manoeuvre.</p> <p>The County Council Water Officer has stated there is a fire hydrant on Stanborough Road at the main entrance to the existing headquarters, however this doesn't provide full coverage of the site.</p> <p>This consultation response was sent to the agent who provided a plan of the location of the fire hydrants within the application site.</p> <p>The County Council Water Officer has confirmed that the water supply here will be privately installed and maintained. There is no record of the existing hydrants. A condition is required to demonstrate the location of the fire hydrants, especially as there is a need for a hydrant to move as the new building is being constructed on its current location and to ensure that they are fit for purpose.</p> <p>It should be noted that the County Council will not adopt any fire hydrants within the application site.</p>
Councillor comments	<p>A Councillor as part of this planning application asked whether the existing communications mast could be relocated due to the impact on the view from the White Bridge. The Case Officer enquired with the agent, however it is not considered possible due to the operational and logistical nature of the communications mast. Therefore the relocation of the communications mast does not form part of this planning application.</p>
<p><u>Inaccuracies and missing information</u></p> <p>On review of the plans, there are several minor errors such as windows missing. On the demolition plan, the basement calculation for the main building is missing. However, as these buildings are to be demolished or retained or information is available on other parts of the planning application. It is not considered that these errors are significant to result in the</p>	

need for amended plans or result in a reason for refusal.

There are a number of discrepancies across the submitted plans and documentation. For example with the total number of cycle spaces which has resulted in the need for additional clarification by way of conditions.

There are also discrepancies in the existing number of car parking spaces, and cycle parking. Concerns were raised in regards to this matter however new plans with discrepancies were submitted. However as a new car parking plan is to be undertaken and can be conditioned. The Local Planning Authority has taken a balanced view on this matter.

Conclusion

The proposed development is of a good quality design which respects and relates to the character and appearance of the area. Subject to conditions, there are no objections raised with regard to the relevant District Plan policies, the Supplementary Design Guidance and the National Planning Policy Framework.

Conditions:

1. No development shall take place, until full details are submitted to and provided in writing to the Local Planning Authority of the extent of the car park at the Gosling Sports Park to be blocked off during each development phase and the timeframe that full access would be reinstated. Details shall also be provided of the car park usage and whether steps are required for temporary car parking provision and its location. These details shall be agreed in writing by the Local Planning Authority and maintained for the duration of the development unless any changes occur to which the applicant contact the Local Planning Authority in writing.

Reason: To protect the long term interests of the Gosling Sports Park and ensure adequate car parking facilities for this use in accordance to the National Planning Policy Framework, Policy M14 of the District Plan 2005 and the Council's Car Parking Standards SPD.

2. No development shall take place until a Construction Environment Management Plan detailing measures to control dust deposition, pollution/spillage, noise, vibration or lighting pollution during construction to avoid potential indirect impacts on adjacent trees and associated habitats during construction shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

Reason: To protect protected species from construction in accordance with the National Planning Policy Framework and R11 of the District Plan 2005.

3. A No development of any phase of the development hereby approved shall take place/commence until an Archaeological Written Scheme of Investigation associated with that phase 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 required by the 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 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 secure the protection of and proper provision for any archaeological remains in accordance with Policy R29 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

4. No development of any phase of the development hereby approved other than demolition and that required to be carried out as part of an approved scheme of remediation shall commence until conditions A to D have been complied with in respect of that phase. 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 condition D has 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 investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The contents of the scheme and the written report are 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
- archaeological 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. 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 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, 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 condition C.

(e) Long Term Monitoring and Maintenance

Where indicated in the approved remediation scheme, a monitoring and maintenance scheme to include, monitoring the long-term effectiveness of the proposed remediation over the agreed period of 5 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 others offsite in accordance with the National Planning Policy Framework and Policies R2 and R7 of the Welwyn Hatfield District Plan 2005.

5. No development of any phase of the development hereby approved shall take place until a detailed surface water drainage scheme for that phase based upon the site-based principles set out in the approved Drainage Strategy produced by Aecom, Project No 60600329 Ref HCHQ-ACM-XX-XX-RP-CE-000002, dated 15 June 2021, 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.

The scheme shall include:

1. Final infiltration testing to be conducted to BRE Digest 365 Standards at the exact location and depth of the proposed infiltration features.
2. A final detailed drainage plan including the location and provided volumes of all SuDS features, pipe runs, invert levels and discharge points. It should be highlighted where the restriction devices to limit the surface water discharge are to be located. If there are any areas to be designated for informal flooding these should be shown on a detailed site plan.
3. Based on the obtained infiltration testing results, final, detailed post development calculations/modelling in relation to surface water for all rainfall events up to and including the 1 in 100-year return period including a + 40% allowance for climate change. Half drain down times of all SuDS structures have to be clarified and should be obtained at below 24 hours.
4. Full assessment of proposed SuDS treatment and management stages for all surface water runoff from the proposed development including the haul road.
5. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
6. Clarification around lifetime of the proposed construction haul road whether it is a temporary feature to be used during construction or a permanent feature. The road will need to be positively drained during its lifetime.

Reason

To prevent the increased risk of flooding, both on and off site in accordance with the National Planning Policy Framework and Policy R7 of the District Plan 2005.

6. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan:

The Construction Traffic Management Plan shall include details of

- a. Construction vehicle numbers, type, routing; (including - construction vehicle numbers stated in the TA should be reviewed and vehicle numbers for staff provided; - routes should avoid schools and structures of restricted heights; - types of vehicles should be detailed, largest length vehicle must be tracked entering and exiting the Gosling Sports Club).

- b. Access arrangements to the site; (including - Preliminary access design must be updated to detailed & swept path analysis for largest vehicle; - Visibility splays of 2.4m x 23m must be provided at construction access; - Construction staff access details (including vehicle walking, cycling); - Access to sports facilities for Stanborough School and public).

- c. Traffic management requirements, including delivery booking details, signage plans for construction and public.

- d. Construction and storage compounds (including areas designated for car parking, loading /unloading and turning areas).

- e. Siting and details of wheel washing facilities.

- f. Cleaning of site entrances, site tracks and the adjacent public highway.

- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.

- h. Provision of sufficient on-site parking prior to commencement of construction activities.

- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018), Policy M1 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

7. No development shall take place until details of the proposed fencing, gates and final materials of the haul road and associated road have been submitted to and approved in writing to the Local Planning Authority. These shall be undertaken in accordance with the submitted details.

On agreement in writing by the Local Planning Authority of the above works, it is considered that the development to the Gosling Sports Park on drawing number HCHQ-VGA-XX-XX-DR-AR-00118 Rev PL01 and the road constructed on drawing number HCHQ-VGA-XX-XX-DR-AR-00114 Rev PL01 shall be completed prior to demolition of buildings within phase 1.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018), Policy M1 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

PHASE 1- PRIOR TO ABOVE GROUND WORKS

8. Phase 1- Memorial garden, attenuation pond and car parking area to the south.

No development above ground level in phase 1 shall take place until full details on a suitably scaled plan of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

The landscaping details to be submitted shall include:

- (a) original levels and proposed finished levels [earthworks to be carried out]
- (b) means of enclosure and boundary treatments
- (c) car parking layout and markings
- (d) vehicle and pedestrian access and circulation areas
- (e) hard surfacing, other hard landscape features and materials
- (f) existing trees, hedges or other soft features to be retained and a method statement showing tree protection measures to be implemented for the duration of the construction
- (g) planting plans, including specifications of species, sizes, planting centres, number and percentage mix, and details of seeding or turfing
- (h) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife
- (i) details of siting and timing of all construction activities to avoid harm to all nature conservation features
- (j) management and maintenance details

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policies D1, D2 and D8 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

9. Phase 1

Prior to above ground works, sections of the buildings to be constructed linking to the nearest car parking for disabled access shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be constructed in accordance with these section plans.

Reason: to ensure that the site is accessible in accordance with the National Planning Policy Framework and Policy D9 of the District Plan 2005.

10. Phase 1

Prior to commencement of above ground works, elevation plans drawn to scale of the two shipping containers shall be submitted to and approved in writing to the Local Planning Authority.

The development shall be implemented using 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, and the National Planning Policy Framework.

11. Phase 1

Prior to demolition of the buildings detailed in the Preliminary Ecological Appraisal, a Landscape Ecological Management Plan (including but not limited to the recommendations for ecological enhancements (for bat and bird boxes, native planting, species of benefit for biodiversity, rain garden, green walls/fences) should be brought together in a LEMP to demonstrate net gain can be achieved from the development.

This report shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the construction of the development shall only be carried out in accordance with the approved survey.

Reason: To protect protected species from construction and development and promote net gain in accordance with the National Planning Policy Framework and R11 of the District Plan 2005.

12. Phase 1

Notwithstanding the submitted details, no development above ground level shall take place until samples of the materials to be used in the construction of the external surfaces of the buildings including details of the extent and location of the solar panels hereby granted have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented using the approved materials and subsequently, the approved materials shall 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 and the National Planning Policy Framework.

13. PHASE 1 MAIN APPLICATION SITE AND GOSLING SPORTS CENTRE

(a) No retained tree or shrub shall be cut down, uprooted or destroyed, nor shall any retained tree or shrub be pruned other than in accordance with the approved plans and particulars. Any topping or lopping approved shall be carried out in accordance with British Standard 3998:2010 (Tree Work).

(b) If any retained tree or shrub is removed, uprooted or destroyed or dies, another tree or shrub shall be planted at the same place and that tree or shrub shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree shrub or hedge shall be undertaken in accordance with details to be approved in writing by the Local Planning Authority to comply with the recommendation of British Standard 5837:2012 before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority. No fires shall be lit within 20 metres of the retained trees and shrubs.

In this condition, retained tree or shrub, means an existing tree or shrub, as the case may be, which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) above shall have effect until the expiration of [five years] from [the date of the occupation of the building for its permitted use].

REASON: To protect the existing trees, shrubs and hedgerows in the interest of visual amenity in accordance with the National Planning Policy Framework and Policy D8 of the Welwyn Hatfield District Plan 2005.

14. PHASE 1

Upon completion of the drainage works, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Provision of complete set of as built drawings including the final drainage layout for site drainage network.
2. Maintenance and operational activities for the lifetime of the development.
3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with the National Planning Policy Framework and Policy R7 of the District Plan 2005.

15. PHASE 1

No above ground works shall take place until a scheme for the provision of adequate water supplies and fire hydrants, necessary for firefighting purposes at the site, has been submitted to and approved in writing by the Local Planning

Authority. The development shall not be occupied until the scheme has been implemented in accordance with the approved details.

Reason for condition: to ensure adequate water infrastructure provision is made on site for the local fire service to discharge its statutory firefighting duties in accordance with the National Planning Policy Framework.

16. PHASE 1

Prior to the installation of new plant and equipment for the development, the applicant shall submit to, for approval in writing by the Local Planning Authority, details relating to a scheme to mitigate the noise from new plant and equipment. The impact of new plant and equipment should be assessed in accordance with BS4142: 2014+A1:2019. When noise sources show signs of tonality we require noise levels to be 10dB below background noise level at the nearest receptor location. In instances where the noise source presents no tonality we require the noise level to be 5dB below the background noise level at the nearest receptor location.

Reason – to protect the occupants of the new development from noise disturbance in accordance with the National Planning Policy Framework and Policy R19 of the District Plan 2005.

PHASE 2

17. Phase 2

Prior to above ground works, sections of the buildings to be constructed linking to the nearest car parking for disabled access shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be constructed in accordance with these section plans.

Reason: to ensure that the site is accessible in accordance with the National Planning Policy Framework and Policy D9 of the District Plan 2005.

18. PHASE 2

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

REASON: To ensure a satisfactory standard of development in the interests of visual amenity and to protect the Conservation Area in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

19. PHASE 2

Prior to the installation of new plant and equipment for the development, the applicant shall submit to, for approval in writing by the Local Planning Authority, details relating to a scheme to mitigate the noise from new plant and equipment. The impact of new plant and equipment should be assessed in accordance with BS4142: 2014+A1:2019. When noise sources show signs of tonality we require noise levels to be 10dB below background noise level at the nearest receptor location. In instances where the noise source presents no tonality we require the noise level to be 5dB below the background noise level at the nearest receptor location.

Reason – to protect the occupants of the new development from noise disturbance in accordance with the National Planning Policy Framework and Policy R19 of the District Plan 2005.

PHASE 3

20. Phase 3

Prior to first occupation of the Headquarters Building, a invasive non-native species management plan shall be submitted to and approved in writing to the Local Planning Authority.

Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

Reason: To protect biodiversity in accordance with the National Planning Policy Framework and Policy R11 of the District Plan 2005.

21. PHASE 3 BOTH GOSLING SPORTS PARK AND MAIN APPLICATION SITE

Prior to first occupation of the Headquarters building, full details on a suitably scaled plan of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

The landscaping details to be submitted shall include:

- (a) original levels and proposed finished levels [earthworks to be carried out]
- (b) means of enclosure and boundary treatments including gates
- (c) car parking layout and markings
- (d) vehicle and pedestrian access and circulation areas
- (e) hard surfacing, other hard landscape features and materials
- (f) existing trees, hedges or other soft features to be retained and a method statement showing tree protection measures to be implemented for the duration of the construction
- (g) planting plans, including specifications of species, sizes, planting centres, number and percentage mix, and details of seeding or turfing

(h) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife including the location and design of the bat boxes and bird boxes detailed within the submitted Preliminary Environmental Assessment.

(i) details of siting and timing of all construction activities to avoid harm to all nature conservation features

(j) management and maintenance details

(k) lighting details

(l) flag pole(s) height and location

(m) outdoor furniture details

(n) final position of the memorial gardens

(o) maintenance of the sedum roof on the Estates and Facilities building

(p) maintenance of the rubber matting

(q) details of pergolas

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development and protect the Conservation Area hereby permitted in accordance with Policies D1, D2 and D8 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

22. PHASE 3

Prior to first occupation of the headquarters building, a scheme for the parking of cycles including details of the design, level and siting shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking must be designed in line with the standards set out in Chapter 11 of the DfT's LTN1/20. The approved scheme shall be fully implemented before the headquarters building is first occupied (or brought into use) and thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018, the National Planning Policy Framework and Policy M5 of the District Plan 2005.

23. PHASE 3

Prior to first occupation of the headquarters building, a scheme for the parking of motorcycles including details of the design, level and siting shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the headquarters building is first occupied (or brought into use) and thereafter retained for this purpose.

Reason: To ensure the provision of motorcycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018), the National Planning Policy Framework and Policy M8 of the District Plan 2005.

24. PHASE 3

Prior to first occupation of the headquarters building, a detailed car parking layout plan identifying the total of number of car parking spaces, visitors spaces, disabled spaces and location of 8 electric car charging points shall be submitted to and approved in writing by the Local Planning Authority. The car parking spaces including any relevant signage shall be installed as approved prior to first occupation of the headquarters building and thereafter retained as part of the development.

REASON: To ensure that sufficient car parking provision is made for the total development in accordance with the National Planning Policy Framework, Policy M14 of the District Plan 2005 and Parking Standards SPD.

25. Phase 3

Prior to the first occupation of the headquarters building hereby permitted the proposed on-site car, motorcycle parking and cycle parking areas shall be laid out, demarcated including relevant signage, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

REASON: To ensure the permanent availability of the parking/manoeuvring area, in the interests of highway safety in accordance with Policy D1 of the Welwyn Hatfield District Plan and the National Planning Policy Framework.

26. Within three months of the completion of phase 3, the shipping containers and catering buildings shall be removed in their entirety and the land reinstated to which they were situated. All structures, buildings and hardstanding/haul road and any other works constructed, installed or erected within the Gosling Sports Park shall be removed from site and the land reinstated. This includes fencing and signage. Landscaping and trees approved as part of the phase 3 landscape condition shall be planted and maintained.

REASON: In order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development and protect the Conservation Area hereby permitted in accordance with Policies D1, D2 and D8 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

TO BE BUILT IN ACCORDANCE WITH

27. The development permitted by this planning permission shall be carried out in accordance with the principles of the approved Drainage Strategy produced by

Aecom, Project No 60600329 Ref HCHQ-ACM-XX-XX-RP-CE-000002, dated 15 June 2021, and the following mitigation measures:

1. Limiting the surface water runoff generated by the critical storm events so that it will not exceed an overall rate of 6 l/s for the proposed new development for all rainfall events up to and including the 1 in 100 year plus 40% climate change event.
2. Providing storage in, permeable paving, individual crate soakaways and the existing increased attenuation basin to ensure no increase in surface water runoff volumes for all rainfall events up to and including the 1 in 100 year plus climate change event.
3. The surface water from the site will discharge from a private network to either the ground and sewer network or to the sewer network only.

The drainage scheme shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason

To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site. To reduce the risk of flooding to the proposed development and future occupants.

28. (a) No retained tree or shrub shall be cut down, uprooted or destroyed, nor shall any retained tree or shrub be pruned other than in accordance with the approved plans and particulars. Any topping or lopping approved shall be carried out in accordance with British Standard 3998:2010 (Tree Work).
- (b) If any retained tree or shrub is removed, uprooted or destroyed or dies, another tree or shrub shall be planted at the same place and that tree or shrub shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

In this condition, retained tree or shrub, means an existing tree or shrub, as the case may be, which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) above shall have effect until the expiration of [five years] from [the date of the occupation of the building for its permitted use].

REASON: To protect the existing trees, shrubs and hedgerows in the interest of visual amenity in accordance with Policy D8 of the Welwyn Hatfield District Plan 2005.

29. All hard and soft landscaping works shall be carried out in accordance with the approved details. 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 D1, D2 and D8 of the Welwyn Hatfield District Plan 2005.

30. The development hereby approved shall accord with submitted Arboricultural Impact Assessment Report (March 2022), contained within the report, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect the existing trees in the interest of visual amenity in accordance with Policy D8 of the Welwyn Hatfield District Plan 2005.

31. The development hereby approved shall accord with the details within the submitted Energy and Sustainability Statement, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to ensure a high level of sustainable performance within the buildings and development hereby permitted and in accordance with Policy SD1 of the Welwyn Hatfield District Plan.

32. The development hereby approved shall accord with the details within the submitted Preliminary Ecological Appraisal, 9 July 2021 prepared by AECOM and Bat Emergence Report, September 2021 prepared by AECOM., unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to protect biodiversity and protected species in accordance with the National Planning Policy Framework and Policy R11 of the District Plan 2005.

DRAWING NUMBERS

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

Plan Number	Revision Number	Details	Received Date
HCHQ-VGA-XX-XX-DR-AR-00105	PL01	Existing Site Plan Hertfordshire Constabulary HQ	14 July 2021
HCHQ-VGA-XX-XX-DR-AR-00106	PL01	Existing Site Plan Gosling Sports Park	14 July 2021
HCHQ-VGA-XX-XX-DR-AR-00107	PL01	Existing Site Plan Buildings Identified for Demolition	14 July 2021
HCHQ-VGA-XX-XX-DR-	PL01	Existing Site Sections Sheet 1 of 3	14 July 2021

AR-00108				
HCHQ-VGA-XX-XX-DR-AR-00109	PL01	Existing Site Sections Sheet 2 of 3	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00110	PL01	Existing Site Sections Sheet 3 of 3	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00113	PL01	Proposed Site Plan Masterplan Strategy	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00114	PL01	Proposed Overall Site Plan	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00115	PL01	Proposed Site Plan Phase 3 Complete	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00116	PL01	Proposed Site Plan Phase 1 Decant Building	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00117	PL01	Proposed Site Plan Phase 2 Headquarters Building	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00118	PL01	Proposed Site Plan Gosling Sports Park (Phase 1)	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00122	PL01	Proposed Site Landscaping Plan	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00125	PL01	Proposed Site Sections Sheet 1 of 3	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00126	PL01	Proposed Site Sections Sheet 2 of 3	14 July 2021	
HCHQ-VGA-XX-XX-DR-AR-00127	PL01	Proposed Site Sections Sheet 3 of 3	14 July 2021	
HCHQ-VGA-MB-LG-DR-AR-00150	PL01	Main Administration Building Existing Floor Plans Sheet 1 of 4	14 July 2021	
HCHQ-VGA-MB-00-DR-	PL01	Main Administration Building Existing Floor Plans Sheet 2	14 July 2021	

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HCHQ-VGA- MB-01-DR- AR-00152	PL01	Main Administration Building Existing Floor Plans Sheet 3 of 4	14 July 2021
HCHQ-VGA- MB-02-DR- AR-00153	PL01	Main Administration Building Existing Floor Plans Sheet 4 of 4	14 July 2021
HCHQ-VGA- MB-XX-DR- AR-00154	PL01	Main Administration Building Existing Elevations Sheet 1 of 2	14 July 2021
HCHQ-VGA- MB-XX-DR- AR-00155	PL01	Main Administration Building Existing Elevations Sheet 2 of 2	14 July 2021
HCHQ-VGA- RO-00-DR- AR-00156	PL01	Robertson Building Existing Floor Sheet 1 of 2	14 July 2021
HCHQ-VGA- RO-01-DR- AR-00157	PL01	Robertson Building Existing Floor Sheet 2 of 2	14 July 2021
HCHQ-VGA- RO-XX-DR- AR-00158	PL01	Robertson Building Existing Elevations	14 July 2021
HCHQ-VGA- BR-00-DR- AR-00159	PL01	Braughing Building Existing Floor Plan	14 July 2021
HCHQ-VGA- BR-XX-DR- AR-00160	PL01	Braughing Building Existing Elevations	14 July 2021
HCHQ-VGA- HH-00-DR- AR-00161	PL01	Hertford, Hitchin & Dacorum Building Existing Floor Plans Sheet 1 of 3	14 July 2021
HCHQ-VGA- HH-01-DR- AR-00162	PL01	Hertford, Hitchin & Dacorum Building Existing Floor Plans Sheet 2 of 3	14 July 2021
HCHQ-VGA- HH-02-DR- AR-00163	PL01	Hertford, Hitchin & Dacorum Building Existing Floor Plans Sheet 3 of 3	14 July 2021
HCHQ-VGA- HH-XX-DR- AR-00164	PL01	Hertford, Hitchin & Dacorum Building Existing Elevations Sheet 1 of 2	14 July 2021
HCHQ-VGA- HH-XX-DR-	PL01	Hertford, Hitchin & Dacorum Building Existing Elevations	14 July 2021

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HCHQ-VGA-MS-XX-DR-AR-00166	PL01	MSU Beacon Building Existing Floor Plan & Elevations	14 July 2021
HCHQ-VGA-FB-XX-DR-AR-00167	PL01	Faraday Building Existing Floor Plan & Elevations	14 July 2021
HCHQ-VGA-OY-XX-DR-AR-00168	PL01	Odsey Block Existing Floor Plan & Elevations	14 July 2021
HCHQ-VGA-DU-XX-DR-AR-00169	PL01	Dog Unit Existing Floor Plan & Elevations	14 July 2021
HCHQ-VGA-AL-XX-DR-AR-00170	PL01	Alban Block- Existing Floor Plan & Elevations	14 July 2021
HCHQ-VGA-PS-00-DR-AR-00171	PL01	The Peter Sharp Building Existing Floor Plan	14 July 2021
HCHQ-VGA-PS-XX-DR-AR-00172	PL01	The Peter Sharp Building Existing Elevations	14 July 2021
HCHQ-VGA-TL-XX-DR-AR-00173	PL01	The Lodge Existing Floor Plans & Elevations	14 July 2021
HCHQ-VGA-FL-XX-DR-AR-00174	PL01	Fleet Garages Existing Floor Plans & Elevations	14 July 2021
HCHQ-VGA-FL-00-DR-AR-00175	PL01	Fleet Services Building Existing Floor Sheet 1 of 2	14 July 2021
HCHQ-VGA-FL-01-DR-AR-00176	PL01	Fleet Services Building Existing Floor Plans Sheet 2 of 2	14 July 2021
HCHQ-VGA-FL-XX-DR-AR-00177	PL01	Fleet Services Building Existing Elevations	14 July 2021
HCHQ-VGA-CM-00-DR-AR-00178	PL01	Crime Management Building Existing Floor Plans Sheet 1 of 3	14 July 2021
HCHQ-VGA-CM-01-DR-	PL01	Crime Management Building Existing Floor Plans Sheet 2	14 July 2021

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HCHQ-VGA- CM-02-DR- AR-00180	PL01	Crime Management Building Existing Floor Plans Sheet 3 of 3	14 July 2021
HCHQ-VGA- CM-XX-DR- AR-00181	PL01	Crime Management Building Existing Elevations	14 July 2021
HCHQ-VGA- OB-00-DR- AR-00182	PL01	OSB and Energy Building Existing Floor Plans Sheet 1 of 2	14 July 2021
HCHQ-VGA- OB-01-DR- AR-00183	PL01	OSB and Energy Building Existing Floor Plans Sheet 2 of 2	14 July 2021
HCHQ-VGA- OB-XX-DR- AR-00184	PL01	OSB and Energy Building Existing Elevations Sheet 1 of 2	14 July 2021
HCHQ-VGA- OB-XX-DR- AR-00185	PL01	OSB and Energy Building Existing Elevations Sheet 2 of 2	14 July 2021
HCHQ-VGA- CT-00-DR- AR-00186	PL01	Comms Tower and Plant Existing Floor Plan	14 July 2021
HCHQ-VGA- CT-XX-DR- AR-00187	PL01	Comms Tower and Plant Existing Elevations Sheet 1 of 2	14 July 2021
HCHQ-VGA- CT-XX-DR- AR-00188	PL01	Comms Tower and Plant Existing Elevations Sheet 2 of 2	14 July 2021
HCHQ-VGA- HQ-LG-DR- AR-00249	PL01	Headquarters Building Proposed Lower Ground Floor Plan	14 July 2021
HCHQ-VGA- HQ-00-DR- AR-00250	PL01	Headquarters Building Proposed Ground Floor Plan	14 July 2021
HCHQ-VGA- HQ-01-DR- AR-00251	PL01	Headquarters Building Proposed First Floor Plan	14 July 2021
HCHQ-VGA- HQ-02-DR- AR-00252	PL01	Headquarter Building Proposed Second Floor Plan	14 July 2021
HCHQ-VGA- HQ-03-DR-	PL01	Headquarters Building Proposed Third Floor Plan	14 July 2021

AR-00253			
HCHQ-VGA- HQ-RF-DR- AR-00254	PL01	Headquarters Building Proposed Roof Plan	14 July 2021
HCHQ-VGA- HQ-ZZ-DR- AR-00260	PL01	Headquarters Building Proposed Elevations Sheet 1 of 5	14 July 2021
HCHQ-VGA- HQ-ZZ-DR- AR-00261	PL01	Headquarters Building Proposed Elevations Sheet 2 of 5	14 July 2021
HCHQ-VGA- HQ-ZZ-DR- AR-00262	PL01	Headquarters Building Proposed Elevations Sheet 3 of 5	14 July 2021
HCHQ-VGA- HQ-ZZ-DR- AR-00263	PL01	Headquarters Building Proposed Elevations Sheet 4 of 5	14 July 2021
HCHQ-VGA- HQ-ZZ-DR- AR-00264	PL01	Headquarters Building Proposed Elevations Sheet 5 of 5	14 July 2021
HCHQ-VGA- HQ-ZZ-DR- AR-00270	PL01	Headquarters Building Proposed Sections	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00375	PL01	Dog Unit- Existing Block Plan	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00376	PL01	Dog Unit Proposed Block Plan	14 July 2021
HCHQ-VGA- EW-00-DR- AR-00377	PL01	Dog Unit Office and Welfare Building Proposed Floor Plan	14 July 2021
HCHQ-VGA- EW-RF-DR- AR-00378	PL01	Dog Unit Office and Welfare Building Proposed Roof Plan	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00379	PL01	Dog Unit Office and Welfare Building Proposed Elevations	14 July 2021
HCHQ-VGA- EW-00-DR- AR-00380	PL01	Dog Unit Kennel Building and Compound Proposed Floor Plan	14 July 2021
HCHQ-VGA- EW-RF-DR-	PL01	Dog Unit Kennel Building and Compound Proposed Roof	14 July 2021

AR-00381		Plan	
HCHQ-VGA- EW-XX-DR- AR-00382	PL01	Dog Unit Kennel Building and Compound Proposed Elevations & Section	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00383	PL01	Dog Unit Office and Welfare Building Proposed Sections	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00540	PL01	Temporary Kitchen and Canteen Existing and Proposed Site Plan extracts	14 July 2021
HCHQ-VGA- EW-ZZ-DR- AR-00541	PL01	Temporary Kitchen and Canteen Proposed Floor Plan & Roof Plan	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00542	PL01	Temporary Kitchen and Canteen Proposed Elevations	14 July 2021
HCHQ-VGA- EW-00-DR- AR-00583	PL01	Estates & Facilities Building Proposed Floor Plan	14 July 2021
HCHQ-VGA- EW-RF-DR- AR-00584	PL01	Estates & Facilities Building Proposed Roof Plan	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00580	PL01	Estates & Facilities Building Existing Block Plan	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00581	PL01	Estates & Facilities Building Proposed Block Plan Phase 1 (to illustrate position of Estates & Facilities only)	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00582	PL01	Estate & Facilities Building Proposed Block Plan Complete	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00585	PL01	Estate & Facilities Building Proposed Elevations	14 July 2021
HCHQ-VGA- EW-XX-DR- AR-00586	PL01	Estates & Facilities Building Proposed Sections	14 July 2021
HCHQ-VGA- HN-ZZ-DR- AR-00650	PL01	North Decant Building Proposed Lower Ground & Ground Floor	14 July 2021
HCHQ-VGA- HN-ZZ-DR-	PL01	North Decant Building Proposed First Floor, Second	14 July 2021

AR-00651		Floor and Roof Plan	
HCHQ-VGA- HN-ZZ-DR- AR-00665	PL01	North Decant Building Proposed Sections	14 July 2021
HCHQ-VGA- HN-ZZ-DR- AR-00681	PL01	North Decant Building Proposed Elevations Sheet 1 of 4	14 July 2021
HCHQ-VGA- HN-ZZ-DR- AR-00682	PL01	North Decant Building Proposed Elevations Sheet 2 of 4	14 July 2021
HCHQ-VGA- HN-ZZ-DR- AR-00683	PL01	North Decant Building Proposed Elevations Sheet 3 of 4	14 July 2021
HCHQ-VGA- HN-ZZ-DR- AR-00684	PL01	North Decant Building Proposed Elevations Sheet 4 of 4	14 July 2021
HCHQ-VGA- HQ-XX-MR- AR-00290	PL01	Headquarters Visual Approach to Public Enterance	14 July 2021
ZZ-XX-DR- CE-001		Existing Drainage Layout	14 July 2021
ZZ-XX-DR- CE-002		Existing Catchment Plan	14 July 2021
HCHQ-00- 00-DR-CE- 01002		Sitewide Drainage Strategy	14 July 2021
HCHQ-00- 00-DR-CE- 0500		Proposed SuDS Sections	14 July 2021
ZZ-XX-DR- CE-002		Existing Catchment Plan	14 July 2021
HCHQ-00- 00-DR-CE- 01003		Proposed Catchment Plan	14 July 2021
HCHQ-VGA- XX-XX-DR- AR-00101	PL01	Existing Site Block Plan	14 July 2021
HCHQ-VGA- XX-XX-DR- AR-00100	PL01	Site Location Plan	14 July 2021
HCHQ-ACM- XX-XX-RP-		Flood map for planning	19 July 2021

CE-000002			
HCHQ-ACM-XX-XX-RP-CE-000002		Flood map for planning	19 July 2021
ZZ-XX-DR-CE-0002		Existing catchment plan	19 July 2021
HCHQ-00-00-DR-CE-01003		Proposed catchment plan	19 July 2021
HCHQ-VGA-HQ-ZZ-DR-AR-02100	P03	Headquarters Building Proposed Fire Strategy - Site Plan	17 March 2022
HCHQ-VGA-HQ-XX-PH-AR-00292	P01	Proposed View From White Bridge Along Parkway Welwyn Garden City	17 March 2022
HCHQ-VGA-HQ-XX-PH-AR-00291	PL01	Existing View From White Bridge Along Parkway Welwyn Garden City	17 March 2022
HCHQ-VGA-MC-XX-DR-AR-00690	PL01	External Store Proposed Floor Plan, Roof Plan and Elevations	28 April 2022

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 or legal interest (easements or wayleaves) which may affect the land.
2. The granting of this permission does not convey or imply any consent to build upon or access from any land not within the ownership of the applicant.
3. The applicant is advised to contact Environmental Health at Campus East, Welwyn Garden City, Tel: 01707 357242, with regard to the necessary food, hygiene and

sanitary standards.

4. This planning permission gives no entitlement to affect any public rights of way or established highway within the application site. Any diversion, extinguishment, stopping up or creation of a public right of way may need its own Order under the Highways Act 1984 or The Town and Country Planning Act 1990 (As amended) before any works affecting the rights of way can be commenced. For further information, please contact the Local Planning Authority on 01707 35700, or Hertfordshire County Council, Environment Department on 01992 555555.
5. Any damage to the grass verges caused by the development/works hereby approved is the responsibility of the applicant and must be re-instated to their original condition, within one month of the completion of the development/works. If damage to the verges are not repaired then the Council and/or Highway Authority will take appropriate enforcement action to remedy any harm caused.
6. In addition, and separate to your planning permission, for the majority of schemes, you are required by law to appoint a building regulator who will inspect your property at various stages during the course of your building project. This is to ensure it is compliant with the Building Regulations and the Building Act 1984.

The checks the building regulator will carry out include, but are not limited to, the structure, foundations, fire precautions and escape routes, electrical and plumbing compliance and other issues such as drainage and insulation. The objective of these checks is to ensure that your building is safe to live in, accessible and environmentally sustainable.

Once all build stages are checked and the works are finished, a Completion Certificate is issued confirming that these objectives have been met. You will also need the Completion Certificate, should you sell the property, as it will confirm to future owners that the work has been carried out in compliance with the Regulations.

As the owner of the property, you are responsible for Building Regulations compliance so we would urge you to decide which regulator to use, as opposed to leaving your builder or architect to make the choice. This is so that you can be sure the building regulator is truly independent and working to protect you from any breach or omission during the works.

Hertfordshire Building Control Limited are a Company wholly owned by eight local authorities in Hertfordshire including Welwyn Hatfield Borough Council. Please contact them on 01438 879990 or at buildingcontrol@hertfordshirebc.co.uk to discuss the process and all that is involved. Or alternatively refer to the Homeowner Information section on their website at www.hertfordshirebc.co.uk

7. The granting of this permission does not convey or imply any consent to build upon or access from any land not within the ownership of the applicant.
8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be

directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via <https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=04%7C01%7C%7C8974aded6266490d88b608d955acd319%7C2e31fb9b220b49bdba10f6e3dd7307ea%7C0%7C0%7C637635023026402174%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&sd=0&reserved=0>.

Please refer to the Wholesale; Business customers; Groundwater discharges section.

9. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to

10. 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.

11. 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.

12. 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.

13. 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.
14. A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed.

Further information is available via the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> OR by emailing travelplans@hertfordshire.gov.uk

15. The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

16. All noisy works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Council, shall be carried out only between the hours of:

8.00am and 6.00pm on Mondays to Fridays
8.00am and 1.00pm Saturdays
and at no time on Sundays and Bank Holidays

If noisy works must be carried out beyond these times, then an application must be

made for consideration by environmental health under the Control of Pollution Act 1974 (Section 61 application).

Reason – to protect residents from noise from construction works beyond reasonable times

17.
 1. The best practicable means, as defined in section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times
 2. All plant and machinery in use shall be properly silenced and maintained in accordance with the manufacturers' instructions
 3. All compressors shall be sound reduced models, fitted with properly lined and sealed acoustic covers, which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussive tools shall be fitted with mufflers or silencers of the type recommended by the manufactures.
 4. All machines in intermittent use shall be shut down during intervening periods between work, or throttled down to a minimum. Noise emitting equipment, which is required to operate continuously, shall be housed in suitable acoustic enclosures.
 5. Items of plant and equipment shall be maintained in good condition so that extraneous noise from mechanical vibration, squeaking or creaking is reduced to a minimum.
 6. All pile driving shall be carried out by a recognised noise reducing system.
 7. Where practical, rotary drills and bursters, actuated by hydraulic or electric power shall be used for excavating hard material
 8. In general, equipment for breaking concrete and the like, shall be hydraulically actuated.
 9. 'BS 5228 Noise Control on Construction Sites' should be referred to for guidance in respect of all work carried out by the developer, their main contractor and any sub contractors.
 10. Any emergency deviation from these conditions shall be notified to the Council without delay.
 11. Any planned deviations from these conditions for special technical reasons, shall be negotiated with Council at least 14 days prior to the commencement of the specific work.
 12. Permissible noise levels are not specified at this stage.
18.
 1. All efforts shall be made to reduce dust generation to a minimum.
 2. Stock piles of materials for use on the site or disposal, that are likely to generate dust, shall be sited so as to minimise any nuisance to residents or neighbouring businesses. Materials for disposal shall be moved off site as quickly as possible.
 3. Water sprays shall be used, as and when necessary, to reduce dust from particularly "dusty" activities or stock piles

19. Surface water from the car park area is likely to carry on oil and hydrocarbons. It is therefore recommended that the onsite drainage system should incorporate an oil/water interceptor which acts to prevent petrol/oil being discharged into the surface and groundwater network.
20. It is advised to prevent the possible disturbance and, or destruction of nests during nesting bird season (March-August) by avoiding vegetation clearance works during this period as far as reasonably possible. If works cannot be avoided during the nesting bird season it is recommended that an ecologist supervise the removal of vegetation (trees and dense scrub) and inspect for nesting birds before works commence.

Determined By:

Mr Derek Lawrence
28 June 2022