

Part I

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WELWYN HATFIELD BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE – 9 DECEMBER 2021
REPORT OF THE CORPORATE DIRECTOR (PUBLIC PROTECTION, PLANNING
AND GOVERNANCE)

6/2021/2207/MAJ

CAMPUS WEST THE CAMPUS WELWYN AL8 6BX

EXPANSION AND ADAPTATION OF EXISTING CAR PARK, INCLUDING
CONSTRUCTION OF SINGLE SUSPENDED LEVEL PARKING DECK,
REORGANISATION OF ROAD AND PAVEMENT ARRANGEMENT, INTRODUCTION
OF ADDITIONAL CYCLE PARKING, JUNCTION IMPROVEMENTS AND
ASSOCIATED LANDSCAPING IMPROVEMENTS

APPLICANT: BOURNE GROUP

1 Site Description

- 1.1 The application site comprises of the Campus West Car Park, which is owned and operated by WHBC. The surface car park currently offers 334 spaces (including 8 disabled bays). The site is approximately 1.2 hectares in area and it is noted that there is an approximate 2 metres change in level across from the North to the South of the site. The car park contains general use and accessible parking bays.
- 1.2 The car park serves the Campus West Leisure & Library facility and the Town Centre for shoppers and workers. The car park operates on a mixture of pay & display and Season tickets.
- 1.3 To the East side of the car park is the Campus West Council owned Cinema, Roller Skating and Library complex and to the west lies a local care home (Woodside House). The Ayot Greenway runs along the northern boundary and Bridge Road runs along the southern boundary. The site is predominantly bounded by mature trees, with the main access point to the south eastern corner. A secondary access point is to the north eastern corner of the site.

2 The Proposal

- 2.1 Planning permission is sought for the expansion and adaptation of the existing surface car park, including construction of a new single suspended level parking deck, to accommodate 490 parking bays in total.
- 2.2 The proposed expansion would result in an increase of 156 car parking spaces. The proposed open aspect car parking deck would have an area of 4342 sqm and will accommodate 191 parking spaces. It would be accessed via a ramp which has a total width of approximately 9.7m, located roughly in the centre of

the building. Vehicular access to the car park is from The Campus at a left in / left out priority junction. There would be three pedestrian accesses via the proposed staircases to the upper deck.

- 2.3 The upper deck would measure approximately 75m in length, 63m in width and would be around 5.5m in height to the top of the barriers and 7.5m to the top of the proposed staircases. The deck would be constructed from a steel frame structure with steel cladding, aluminium cladding fins and open mesh barriers forming an enclosure to the structure at first floor level. This would be lit by new lighting columns split across the deck.
- 2.4 The proposals would also require a minor reconfiguration of the existing surface parking layout to accommodate the upper deck, resulting in a reduction of parking spaces at the ground floor from 344 to 299.
- 2.5 It is important to note that whilst this is a standalone application, it is linked to a wider development in the area, as this is intended to consolidate parking from elsewhere to enable other sites in the town centre to be redeveloped (notably The Campus East Car Park). As such, this proposed additional parking is a replacement rather than additional parking for the town as a whole.

3 Reason for Committee Consideration

- 3.1 This application is presented to the Development Management Committee because the application is a Major application and Welwyn Hatfield Borough Council is the applicant. The application was also called-in by Cllr Frank Marsh in August 2021 for the following reasons:
 - Application is for a major development and should not be dealt with by delegated authority
 - Residents should have a right to be able to scrutinise the plans and highlight any further or final points

4 Relevant Planning History

- 4.1 Application Number: E/1970/0520/
Decision: Granted
Decision Date: 26 June 1970
Proposal: Erection of social and amenity centre divisional library, three staff houses, car parking, museum and underpass.
- 4.2 Application Number: C6/1988/1211/FP
Decision: Granted
Decision Date: 03 February 1989 Proposal: Provision of additional parking spaces to public car park

5 Relevant Planning Policy

- 5.1 National Planning Policy Framework (NPPF)
- 5.2 Welwyn Hatfield District Plan 2005 (District Plan)
- 5.3 Draft Local Plan Proposed Submission 2016 (Emerging Local Plan)

- 5.4 Supplementary Design Guidance 2005 (SDG)
- 5.5 Supplementary Planning Guidance, Parking Standards 2004 (SPG)
- 5.6 Interim Policy for Car Parking Standards and Garage Sizes 2014 (Interim Car Parking Policy)

6 Site Designation

- 6.1 The site lies within the settlement boundary of Welwyn Garden City as designated in the Welwyn Hatfield District Plan 2005.

7 Representations Received

- 7.1 The application was advertised by means of neighbour notification letters and a site notice. 61 representations have been received which object to the development. All representations received are published in full on the Council's website and are summarised below:

- Impact upon neighbour amenity in terms of loss of light and privacy
- Disturbance to nocturnal wildlife by proposed lighting
- Damage to roots and/or removal of mature trees
- Additional planting required on northern boundary, existing deciduous trees do not provide sufficient screening to the properties to the north
- Noise and dust, disturbance during construction
- Displacement of car parking places during construction
- Flood issues with the application site
- New car parks should be located on the outskirts of WGC and not within the Town Centre
- The need for another deck has not been substantiated
- The lighting on the top deck is too prominent and would create light pollution
- The trees along the southern edge adjoining Bridge Road are inadequate for screening, especially in winter
- Top deck will be very close to Woodside House
- Vandalism and anti-social behaviour will be worsened with a multi-storey car park and noise would travel further from the upper storey
- The multi-storey car park should not be open 24 hours a day, the hours of opening should be limited to minimise risk of disturbances to neighbours from anti-social behaviour
- Insufficient EV charging points proposed

- Development obtrusive and out of keeping with the character of the Garden City
- Design does not respect local context and street pattern or, in particular, the scale and proportions of surrounding buildings
- Already sufficient car parking in town centre, additional parking unnecessary
- The Council should be moving towards environmentally friendly policies, rather than encouraging car usage
- Insufficient consultation time provided
- Intrusion into skyline
- Overly visible and dominant during the night hours
- Increased traffic and congestion around Digswell Road, Campus and Bridge Road
- Impact upon the green gateway onto the Cycle way and footpath
- Overdevelopment in the Conservation Area
- Site unsuitable for upper deck car park
- There should be a condition to limit the car park's height to two storeys
- There is insufficient cladding to reduce noise, light and air pollution
- There are inadequate security measures in place
- There are no barriers to control entry and exit, which will encourage racing around the decks at night
- Proposed pedestrianisation plans adversely affects the disabled and frail elderly as well as those with young children
- Concerned that the net reduction of car parking spaces will have a detrimental effect on the town centre
- Noise report conducted during the pandemic
- The Design and Access Statement does not consider all possible views, fails to consider the key views from Woodside House, Ayot Greenway, Scholars Mews, Roundwood Drive and Densley Close.)
- Development would have a detrimental impact on access to Campus West
- Errors in transport statement
- Access from cycle path to Campus West blocked

8 Consultations Received

8.1 The following have responded advising that they have no objections to the proposal in principle, subject to conditions;

- Hertfordshire County Council - Transport Programmes and Strategy
- WHBC Public Health and Protection
- WHBC Trees and Landscapes
- WHBC Parking Services
- Lead Local Flood Authority
- Hertfordshire Ecology
- Historic Environment

Concerns were raised by:

- Conservation Officer
- Historic England
- WGC Society
- Cllr Marsh

8.2 No responses have been received from The Gardens Trust and consultation ended on 30 August 2021.

9 Analysis

9.1 The main planning issues to be considered in the determination of this application are:

- 1. Principle of development**
- 2. Quality of design and impact upon Heritage Assets**
- 2. Residential amenity**
- 3. Highways and parking considerations**
- 4. Other considerations**
 - i) Ecology and biodiversity**
 - ii) Flood risk and sustainable drainage**
 - iii) Landscaping**
 - iv) Energy and sustainability**
 - v) Contaminated Land**
 - vi) Security**
 - vii) Neighbour representations**

1. Principle of the development

9.2 District Plan Policy SD1 states that development will be permitted where it can be demonstrated that the principles of sustainable development are satisfied and that they will accord with the objectives and policies of the District Plan; Policy R1 states that in order to make the best use of land in the district, the Council will require development to take place on land which has been previously used or developed; Policy GBSP2 directs new development into the existing towns and specified settlements within the district, providing that it will be limited to that which is compatible with the maintenance and enhancement of their character and the maintenance of their Green Belt boundaries. These objectives are consistent with the National Planning Policy Framework (NPPF) which supports the development of under-utilised land and buildings (para.120) and the efficient use of land (para.124).

- 9.3 Policy GBSP2 of the adopted District Plan directs new development to existing towns and settlements including Welwyn where new development may be considered to be more sustainable.
- 9.4 The site lies within the built-up area of Welwyn Garden City (WGC) wherein there is no objection in principle to development. The site is located within the town centre of Welwyn Garden City and is already within a car park use, as a consequence the proposed redevelopment of this previously developed land into a car park with a greater capacity would represent an effective re-use of brownfield land in accordance with Policy R1 of the District Plan 2005.
- 9.5 The site also lies within the identified Town Centre Boundary and in accordance with Policy SP 16 (Welwyn Garden City Town Centre Strategy) any application submitted will need to demonstrate how the development would make a positive contribution to improving the town centre's vitality and viability and the overall mix of land uses in the centre and its connectivity to adjoining areas. In this case, the proposed development would facilitate a more efficient use of land within the town centre and would assist in maintaining the important civic, cultural and community functions within The Campus area of the town centre, as well as improving movement and access within the centre. It is therefore considered that the proposed scheme is in accordance with the Town Centre Strategy for Welwyn Garden City found within Policy SP16 of the Emerging Local Plan.
- 9.6 The Council produced the WGC 2120 Strategic Framework (August 2020) which sets out the overarching strategic and planning context for a number of key opportunity sites in WGC Town Centre, including the Campus West site. This document identifies the Campus West site as an opportunity site for an improved car park facility which appropriately respects and relates to the heritage of Welwyn Garden City. It is however important to note that this document has not yet been formally adopted therefore it can only be afforded very limited weight.
- 9.7 Policy TCR10 of the District Plan and SADM20 of the emerging Local Plan set out that the Campus is an appropriate area for civic, community and leisure uses and that expansion of existing facilities of this nature would be welcome, and that any loss of existing parking from this site would require replacement on site, or in an appropriate alternative location. As noted above, this proposed development is intended to form part of a wider and more comprehensive development for the town centre. Along with a number of other sites across the borough, a site at Campus East was consulted upon in early 2020 to provide additional housing. Although the application for this site is not coming forward at the same time as the current application consideration needs to be given to the fact that the proposal is intended to help bring forward development elsewhere in the town centre. The expansion of parking on this site would enable a proposed housing development at Campus East, as part of the wider Town Centre proposals. These developments would bring significant benefit to the town centre and the town more generally and help implement the town centre strategy as set out in the Plan. As such, parking as a use in this location is considered appropriate, as it seeks to replace provision currently available at Campus East.
- 9.8 As a consequence of the above, the principle of the development is considered to be acceptable. It is however necessary to assess the physical and environmental constraints on the site which is undertaken in the following sections.

2. Quality of design and impact upon Heritage Assets

- 9.9 The Government attaches great importance to the design of the built environment. The NPPF notes that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 9.10 The National Design Guidance (NDG) lists ten characteristics which contribute towards the creation of well-designed places. These include context, identity and built form and should include an analysis of the relationship between the natural environment and built development, the typical patterns of built form that contribute positively to local character, the street pattern, their proportions and landscape features, the proportions of buildings framing spaces and streets, and the local vernacular, other architecture and architectural features that contribute to local character.
- 9.11 District Plan Policies D1 and D2 aim to ensure a high quality of design and to ensure that development respects and relates to the character and context of the locality, maintaining and where possible enhancing the character of the existing area. These policies are expanded upon in the Council's own 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 and also with the Digswell Character Appraisal. These objectives are broadly consistent with the Council's Emerging Local Plan and the aims of the NPPF which considers that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
- 9.12 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of a conservation area. Consideration should also be given to paragraph 199 which affords great weight to the conservation of heritage assets and paragraph 200 which requires clear and convincing justification for any harm to heritage assets.
- 9.13 Policy SP15 (The Historic Environment of Welwyn Garden City) of the emerging Local Plan identifies the need for the historical significance and unique heritage as a garden city to be protected. The Policy requires that all development proposals demonstrate how consideration of the historic character and significance of the town has been taken into account at an early stage in the design process. It is important that any supporting design documentation should

demonstrate that the historic environment of Welwyn Garden City is properly understood and considered.

- 9.14 The site is within the WGC Conservation Area. The WGC Conservation Area Appraisal (September 2007) states that although the architectural styles of the institutional and civic buildings around the north side of The Campus vary, the use of materials sympathetic to the theme of traditional Garden City architecture, together with the well treed and spacious settings of the buildings, integrates well with the surroundings. The Louis de Soissons' 1920 plan for WGC created a semi-circular space within the town which was envisioned to become the civic and cultural centre of the town. This area is now known as The Campus. Most likely due to the piecemeal development within The Campus, some of the individual buildings are considered to detract from the intended principle of symmetrical harmony and radially ordered buildings. The WGC 2120 Strategic Framework identifies that any development in this area should seek to reinforce and better reveal the original vision and composition of a townscape situated in a verdant parkland setting.
- 9.15 In this case, it is proposed to erect an upper deck to the existing surface car park at Campus West. Whilst due to the footprint proposed, this would result in a large structure where there is currently none, it would however be seen in the context of other taller buildings in the vicinity. The proposed upper deck would sit below the level of the nearest built elements of the Campus West leisure building and its height would be less than the adjacent care home building. It is therefore considered that the proposed design would result in a structure which would appropriately respect and relate to its surroundings. The viewpoints presented in the Townscape, Heritage and Visual Assessment demonstrate that the proposed car park would be of low visibility in many views throughout the Conservation Area due to its height and existing trees and planting around the periphery of the site that would assist in softening the appearance of the structure. The proposed additional planting along The Campus would also aid in mitigating the visual impact of the structure.
- 9.16 With regards to proposed design of the carpark building, it is noted that it has been subject to several pre-application discussions also involving Historic England and the Conservation Officer to refine its appearance. The proposed lightweight design would consist of open columns and vertical cladding. The only solid walls found on the building would be those on the corners serving the stairwells. The proposed elevational treatment is aimed at 'breaking down' the bulk of the building as any formal, regular elevational treatment would only serve to emphasize the building's scale. The vertically slatted cladding panels would consist of a mixture of sympathetic colours and would be angled in different directions on each elevation. The Conservation Officer and Historic England considers that this design would adequately reflect the character of the surrounding Garden City through references to the vertical proportions of the neo-Georgian architecture as well as the existing tree screening along The Campus (south) and Ayot Greenway (north). The grouping of materials would assist in breaking up the length of facade and the proposed cladding rhythm would reduce the perceived horizontal mass and create visual interest. It is considered that the proposed colour scheme and use of burnt orange coloured cladding would be sympathetic to the traditional red brick used elsewhere within the garden village. The range of colours is therefore considered to assist in the building assimilation into its surroundings – the precise details of the external finishes would however need to be controlled by planning condition. It is therefore considered that the resultant light weight appearance of the building

represents good quality design as this would help to diffuse the built form with the area.

- 9.17 Notwithstanding the above assessment and whilst it is considered that the design is an appropriate response to the locality and has mitigated some impact, it was the view of both the Conservation Officer and Historic England that the erection of a single storey car park is considered to result in some residual 'less than substantial' harm to the significance of the Conservation Area. This is because the car park structure would be located in an area originally laid out to contain the Garden City's main civic, community and education buildings fronting the central green space which is still perceivable to this day, and the structure would detract from this character. In addition, the proposed lighting to the structure, although necessary for its use, is considered to exacerbate its presence and visual impact on this part of the Conservation Area at night. It is acknowledged that the proposed methods to the lighting would help reduce the impact and are a positive addition to the proposed scheme. However, despite the mitigation of harm through design and landscaping, there remains a low level of 'less than substantial' harm to the significance of the Conservation Area. As per paragraph 202 of the NPPF, this harm would need to be weighed against the public benefits of the scheme.
- 9.18 In this case, the proposed development which forms the basis of this application would consolidate and replace car parking from elsewhere in the town centre, with the aim of freeing up the Campus East site for residential development which would help towards addressing the borough's shortfall in housing supply. This would also contribute towards the delivery of the town centre strategy as set out in the Local Plan. Although the proposed residential development to Campus East has not been submitted as part of this scheme, a planning application will be forthcoming and is due to be submitted in the early part of the new year. As such it is considered that the weight given to this public benefit is sufficient to outweigh the residual 'less than substantial harm' identified to the heritage assets.
- 9.19 Further to the above and subject to the suggested conditions, it is considered that the proposed development would amount to an acceptable form of development and the limited harm caused to the heritage assets would not warrant a refusal of planning permission.
- 9.20 Overall, subject to the imposition of conditions relating to external materials the proposal is considered to be an acceptable form of design for this site, and would accord with Policies D1 and D2 of the District Plan, SP9, SP15 and SADM15 of the Emerging Local Plan 2016 the National Design Guidance and the NPPF.

3. Residential amenity

- 9.21 The NPPF is clear that planning should be a means of finding ways to enhance and improve the places in which people live their lives. This means that authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 9.22 Policies D1 and R19 of the District Plan seek good design and to ensure that no new development would adversely affect the existing area either in terms of any built form or in terms of the operation of any uses from noise and vibration pollution.

- 9.23 In this instance, residential development is located adjacent to the north, west and southern sides of the site. As a consequence of the positioning of the proposed development and its relationship to surrounding properties, there are no concerns with regards to the proposal in relation to east of the site.
- 9.24 With regards to the neighbouring dwellings to the north and south of the site, it was requested by the adjoining neighbours that the structure be moved further away from the Ayot Greenway to allow greater vegetation planting to screen the development. However as the proposed car park building would be situated over 40 metres from the boundaries of these neighbouring properties, it is not considered that the proposed development would be overbearing or have a detrimental impact on the outlook that the occupiers of these properties currently enjoy. Whilst it is acknowledged that there would be views of the development particularly during the autumn/winter months from the adjoining properties to the north however it is not considered by virtue of the separation distances involved that there would be any detrimental loss to their amenity in terms of overbearingness. In addition, turning to privacy it is judged that given the separation distances involved and the level of mature landscaping between the proposed building and these residential properties, the proposal would not result in an unacceptable loss of privacy to these occupiers.
- 9.25 With regards to potential impact of the building on the adjoining residents to the west, concerns have been raised about the size of the building and its proximity to the shared boundary, particularly towards the neighbours at 107-110 Woodside House. This building would be approximately 7.5m from the proposed structure which would range from approximately 6.3m to 7.4m in height. Whilst the proximity of the proposed above ground structure would inevitably alter the existing relationship between this building and the existing car park, however due to the lightweight, open appearance of the upper deck and the presence of an existing row of mature conifers at the shared boundary, there is not considered to be any detrimental overbearing impact arising from the development. Furthermore, the submitted sunlight/daylight and overshadowing assessment shows that there would not be any significant impact to the current light levels enjoyed by the occupants of this property. In terms of privacy, the ever-green hedge on the shared boundary will provide some vegetative screening for the occupants however as the proposed raised level of the car park will afford elevated views towards this boundary, it is considered reasonable and appropriate to secured via condition the installation of 1.8m tall screening panels along the western elevation to maintain the privacy of the adjoining occupants. Furthermore, it is considered that further landscaping information is needed on how the planting on the western boundary would be protected and/or reinforced - this can also be secured via a landscaping condition which is discussed in more detail below. A condition is also considered reasonable and necessary for detailed levels of the car parking areas to be agreed. These measures would ensure that the proposed development would not result in an unacceptable relationship to the properties situated to the west.
- 9.26 With regards to noise and light impact, the surrounding neighbours have raised concerns that there is insufficient cladding on the northern and western elevations of the building to prevent noise and light pollution being created by the car park and it was requested that the indicated cladding be replaced by a solid 3 metre cladding. It is however considered that a wall on the upper deck to these elevations would increase the visual prominence of the built form and potentially have a detrimental impact on the neighbours at Nos.107-110 Woodside house by appearing unduly oppressive and cause a loss of light. It is also important to note

that the Council's Public Health and Protection team has assessed the proposal based on its impact from Noise from car park operation, Noise from construction works, Contaminated Land, Air quality and Lighting and no objections were raised.

- 9.27 The noise impact assessments provided suggests that the prevailing noise climate of the area was found to be from road traffic and the predicted noise levels shows that there will be negligible impact from the development. As such the environmental Health Officer considers the submitted Noise Assessment to be acceptable and it was not felt necessary to recommend any noise conditions in relation to the operation of the car park but it was advised that a condition be imposed in relation to the operation hours of construction works. Whilst concerns were raised by neighbours to the fact that the noise report was carried out during the pandemic, it is important to note that the most significant restrictions affecting travel had been lifted by the dates of the noise surveys therefore road traffic levels were noticeably closer to typical pre-lockdown levels. The Environmental Health Officer has not disputed the accuracy of the results of the report.
- 9.28 With regards to external lighting, the proposed surface and upper storey car parking area would be illuminated for security reasons. There are already lighting columns serving the existing car park. Therefore, an appropriate level of flood lighting would not be unacceptable. The proposal will have elevated lighting columns on the upper deck however following the additional lighting details received, it is proposed to dim all column mounted lights to half the brightness between the hours of 11pm to 7am, utilise 3000k warm LED lighting as opposed to colder, more harsher blue-white LEDs, ensure the column heights do not exceed the existing and install 'back shields' to the lights around the perimeter of the site to reduce light spill. Whilst the number of lighting columns will increase, it is considered that the reduction in the level of illumination during the night and use of shielding would assist in reducing the impact caused by these light sources to the neighbouring properties. In terms of the impact from light generated from car headlights, appropriate headlight limiting measures are proposed at first floor in the form of diffusers which would be incorporated into the boundaries of the structure to screen the light emitted from parking cars and avoid 'spill' to the surrounding area. The environmental health Officer has assessed the additional information submitted in relation to lighting and has not raised any issues to the contents of the reports. The development would therefore not result in a significant increase in light pollution over and above the existing situation.
- 9.29 In terms of air quality issues, no concerns were raised with respect to the usage of the additional car parking area. The Air Quality Officer advised that there are no significant concerns regarding the potential impact that this upper storey car park would have on air quality in the area however it was recommended under the informative section that specific measures are taken in relation to dust control.
- 9.30 Overall the proposal would maintain the amenity of occupiers of neighbouring dwellings consistent with District Plan policies including Policies D1 and R19 of the Local Plan.

4. Highways and Parking Considerations

- 9.31 Paragraph 107 of the NPPF states that if setting local parking standards authorities should take into account the accessibility of the development, the

type, mix and use of the development, availability of public transport, local car ownership levels and the overall need to reduce the use of high emission vehicles.

- 9.32 Policy M14 of the District Plan 2005 and the Parking Standards Supplementary Planning Guidance (SPG) use maximum standards and are not consistent with the NPPF and are therefore afforded less weight. In light of the above, the Council have produced an Interim Policy for Car Parking Standards that states that parking provision will be assessed on a case by case basis and the existing maximum parking standards within the SPG should be taken as guidance only. This means that higher or lower car parking standards than those set out in the SPG can be proposed and determined on a case by case basis taking into account the relevant circumstances of the proposal, its size context and its wider surroundings. Parking standards should only be imposed where there is clear and compelling justification that they are necessary for managing the local road network.
- 9.33 Hertfordshire Transport Programmes and Strategy has reviewed the impact of the proposals to the operation and safety of the local highway, footway, cycleway and public transport networks and consider the impact not to be severe in terms of the NPPF.
- 9.34 In terms of parking, the proposals include the provision of an additional storey of car parking which would increase the capacity of the car park by 156 spaces (a total of 490 spaces), including 30 disabled bays and 21 parent and child bays. Whilst not proposed as part of the current scheme, it is important to note that the development is 'linked' to the future closure of the majority of spaces at The Campus East Car Park which would see a reduction of spaces from 584 to 110. Therefore the proposal would not provide more car parking spaces overall, but instead the existing spaces from Campus East and Campus West would be consolidated to facilitate the planned future residential development in the Town Centre. The aim is to allow the closure of the existing surface car park at Campus East without impacting the parking needs of the town centre and local businesses. Whilst there has been an identified net reduction in the overall parking spaces available, the submitted Transport Statement notes that the car park at Campus East is primarily being used by permit holders (Welwyn Hatfield Borough Council staff and commercial uses) and as such is currently underutilised by people visiting the town centre. It is also noted that the Cherry Tree car park (51 spaces) and Hunters Bridge multi-storey car park (651 spaces) are within reasonable walking distance of the Campus West and Campus East car parks and therefore would serve as alternative options. Furthermore, the lower overall number of spaces in the town centre area would assist in meeting the aims of Policy SP4 of the Emerging local plan which seeks to encourage the shift towards more sustainable modes of transport. As such the proposed level of parking provision is considered to be acceptable in this instance.
- 9.35 With respect to cycle parking, an additional 37 Sheffield stands (74 spaces) are proposed as part of the scheme. Eighteen Sheffield stands (36 spaces) would be located by the entrance to the car park and the remaining nineteen Sheffield stands (38 spaces) would be placed to the northeast of the site access. These are in addition to the existing nine Sheffield stands (18 spaces) that are located by the library which are to be retained. No objections were raised by the Highway Authority with the proposed arrangement. The overall cycle parking provision is considered adequate and would be policy compliant.

- 9.36 In terms of the access to the site, it is proposed to retain the existing barrierless access control arrangement. The submitted Transport Statement states the existing drop-off area outside Campus West would be retained. The Highway Authority were satisfied with the retention of the existing vehicular access arrangements for the development. As for pedestrian access, the Highway Authority have reviewed the proposed designs and are satisfied that the proposals would enhance the local footway network and consider them necessary to be delivered prior to occupation in order to mitigate the impact of the increased number of pedestrians routing to and from Campus West. This is however subject to the inclusion of the recommended planning conditions and S278 agreement.
- 9.37 With regards to EV charging provision, the Highway Authority raised concerns that the proposed provision of EV charging points (10 space) is inadequate and should be at least 10% of total spaces (49 spaces). Due to the scale and nature of the development, it is considered necessary to secure this by way of condition in the interest of promoting sustainable transport methods.
- 9.38 Having regard to the above, the proposal would provide an acceptable level of parking provision and would not have a detrimental impact upon highway safety. Therefore, no objections are raised with regards to Policies M14 of the District Plan, Policy SP4 of the Emerging Local Plan, the SPG Parking Standards; the Council's Interim Policy for Car Parking Standards; and the NPPF.

5. Other considerations

i) Ecology and biodiversity

- 9.39 Paragraph 174 of the NPPF states that the planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. Paragraph 180 goes on to list principles that Local Authorities should apply when determining a planning application. It is stated within Paragraph 180(d) that "opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate".
- 9.40 District Plan Policy R11 seeks to conserve the biodiversity of the borough and seek opportunities for enhancement to ensure no net loss of biodiversity.
- 9.41 Bats are a protected species. The NPPF sets out that planning permission should be refused if significant harm to biodiversity cannot be avoided or adequately mitigated against.
- 9.42 An Extended Phase One Habitat Assessment by Tim Moya Associates was submitted with the application which includes bat scoping assessments and a Great crested new survey.
- 9.43 With respect to the impact on badgers, the submitted report states that no evidence of badgers was found during the survey, such as setts, footprints, latrines, feeding evidence or hairs. It was stated that whilst badgers may be found in the wider landscape, the majority of the application site is considered to offer low-value habitat for badgers due to its built-up nature and frequent human

presence. Herts Ecology did not raised any concerns with the findings of the report.

- 9.44 In terms of the impact to local wildlife from the proposed lighting, additional information has been provided by the application which indicate that the proposed lighting will not have a substantially greater ecological impact on the adjacent wildlife site to that currently in place at the existing car park.
- 9.45 Overall, Hertfordshire Ecology did not object to the application on impact upon wildlife however it was requested that in order to ensure the effective delivery of mitigation, compensation and enhancement measures, the production of a Landscape and Biodiversity Plan, consistent with the information submitted, should be secured by way of condition.
- 9.46 Subject to the above condition, there would be no conflict with the NPPF, Policies R11 of the District Plan and relevant emerging Policy SADM16.

ii) Flood risk and sustainable drainage

- 9.47 The NPPF deals with issues of climate change and flooding and by means of the sequential test seeks to steer new development to areas with the lowest probability of flooding. The flood zones are the starting point for this approach. The Environment Agency identifies Flood Zones 2 & 3 and all land outside those zones is in flood Zone 1.
- 9.48 This site is located within Flood zone 1 i.e. a low probability of flooding. The proposed development would not be at undue risk of flooding therefore and no objections are raised to the development on these grounds.
- 9.49 In terms of surface water drainage, a Flood Risk Assessment and Drainage Strategy produced by Consibee has been submitted with the application. It is stated that due to poor ground conditions infiltration has been disregarded as a means of surface water discharge. There are also no watercourses in the close vicinity and as such the only feasible surface water discharge method is via a connection to the existing Thames Water surface water sewer located to the south of the site (MH5301). It is proposed that the surface water discharge will be restricted to 5l/s. A Pre-planning enquiry has been submitted to Thames Water and it was confirmed that the proposed surface water connection to MH5301 and discharge rate is acceptable.
- 9.50 Following the initial objection from the Lead Local Flood Authority requesting for more drainage details on the increased site area proposed, the applicant has confirmed in their letter dated 14 October 2021 that the proposed development to the north of Campus West and the south of Campus West does not include any alterations to footprint or increase in impermeable areas. No further objections were therefore raised by the Flood Authority to the proposed drainage scheme, subject to conditions ensuring the submitted drainage strategy is carried at in full.

iii) Landscaping

- 9.51 District Plan Policy R17 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.

- 9.52 An Arboricultural report, by Tim Moya Associates includes an assessment of the trees in accordance with BS:5837:2012. The categorisation of the trees is considered a fair appraisal and in accordance with guidance within the British Standard.
- 9.53 The proposal would result in the loss of 13 C category trees (relative low quality) which are within the existing carpark area. The loss of these trees is considered acceptable and can be mitigated with suitable new landscaping. The 'key' trees are outside of the carpark and will provide a good screen and greening around the new development. Whilst some minor works are required to some of the trees to facilitate the development, the key trees are shown as being retained. The proposed tree works as outlined in the tree report are considered appropriate. There is no objection to the tree removal or the works to facilitate the development by the Council's Tree Officer.
- 9.54 The tree report contained a Tree protection Plan which indicates the location of protective fencing and areas requiring no dig techniques. The protection measures are considered sufficient in principle, however further details are needed going forward in the form of an Arboricultural Method Statement should the application be approved. The landscape proposals submitted show significant shrub and hedge planting, the species and sizes shown are considered appropriate. It is appreciated that the landscaping opportunities are limited, however some additional tree planting could be incorporated into the proposal to ensure the tree losses are sufficiently mitigated.
- 9.55 The Landscaping team are satisfied with the survey and did not raise any objections subject to the submission of a Arboricultural Method Statement and an updated landscaping scheme to be submitted to ensure that the materials and planting used within these landscaping features are acceptable. As a consequence, it is considered reasonable and appropriate to impose a condition on any approval requiring that a landscaping plan be submitted and approved by the Council.

iv) Energy and sustainability

- 9.56 Renewable Energy: Policy R3 of the District Plan seeks measures to maximise energy conservation through the design of buildings, site layout and provision of landscaping and incorporate the best practical environmental option for energy supply.
- 9.57 The applicant has submitted an Energy Statement in line with this policy to demonstrate that the proposed development will include the usage of LED lighting with a low energy consumption. The scheme would also be controlled to promote energy efficiency through the dimming of external lights to half the brightness level during the hours of 11pm to 7am. Furthermore, the building itself would comprise largely of recycled materials and be built in such a way that would minimise the amount of materials needed for its construction. Subject to a condition ensuring that the development will be built in accordance with the Energy Statement, the proposal would be considered to accord with the objectives of District Plan Policy R3.

v) Contaminated Land

- 9.58 Policy R2 states that the Council will encourage development on land that may be contaminated. However, on such sites applications must be accompanied by a full survey of the level of contamination and proposals for remediation of the site.
- 9.59 With respect to the issues associated with land contamination, the Council's mapping system is showing potential contamination in the form of Sawmilling, planing & impregnation on a section of the Campus West car park area. A Ground investigation report and Phase 1 contamination report have been submitted as part of this application and an assessment has been made by the Council's Environmental Health and Public Protection team. Given the nature of the use at the site and the recommendation from the Council's Environmental Health team, it would be reasonable, if minded to grant planning permission, to place a land contamination condition on the application to ensure that the site is suitable for its intended use and any unexpected contamination found during any phase of the development is identified to the Local Planning Authority and a scheme of mitigation based on the contamination found submitted and approved. Accordingly, subject to the imposition of the above-mentioned condition, the proposal would not be contrary to policy R2.

vi) Security

- 9.60 A number of concerns were raised by the occupiers of the neighbouring and surrounding dwellings with respect to the lack of security measures in place for the proposed car park and the potential for anti-social behaviour to take place at night.
- 9.61 Given that no details were provided on the management of the extended car park and due its open and accessible nature, it is considered necessary in this instance for Closed Circuit Television (CCTV) to be provided at the site to monitor the car park perimeter, entry and exit points and stair cores for security purposes. A management plan setting out measures to deter anti-social behaviour within and around the extended car park would also be necessary to ensure the amenities of neighbouring residential properties is maintained. Details can be secured via condition in the event of an approval.

vii) Neighbour representations

- 9.62 With regard to the issue raised regarding the use of the secondary entrance to the north-east of the site, the applicant has confirmed via email that the entrance from Digswell Road will only be used to access the limited number of spaces to the rear of the Library and would not be used to access the main parking areas.
- 9.63 In terms of the concerns raised in relation to the blocking of the existing access to Campus West via the Ayot Greenway to the north side of the carpark, the applicant confirms that this access will be maintained. The plan shown on Page 8 of the Design and Access Statement indicates that both existing access routes to the woods are protected as part of the development. The applicant states that pedestrian access would be improved on the east as part of the development and access would be available across the site on marked pedestrian routes and zebra crossing points which is highlighted in section 4.3 of the Transport Statement.

10 Conclusion

- 10.1 Subject to conditions, the proposal would have no significant adverse impact upon the character and appearance of the area, adjoining amenity, nature conservation interests or highway safety. Accordingly and for the reasons given, the proposal is recommended for approval.

11 Recommendation

- 11.1 It is recommended that PLANNING PERMISSION BE GRANTED subject to the following conditions:

PRE-COMMENCEMENT CONDITIONS

1. 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;
 - (b) Access arrangements to the site;
 - (c) Traffic management requirements;
 - (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;
 - (k) Phasing Plan, including details of the closure periods of the Campus East and West car parks.

REASON: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policy SADM2 of the Emerging Welwyn Hatfield Local Plan 2016 and the NPPF.

2. No development shall commence on site until a full site survey showing the datum used to calibrate the site levels along all site boundaries, levels as across the site, floor level of the entrance foyer in the campus west building and full details of the proposed floor levels of the upper deck and hard surfaces has been submitted to and approved in writing by the local planning authority. The development shall be carried out only in accordance with the approved details.

REASON: To ensure that the development is completed at suitable levels with regard to the surrounding properties in accordance with Policies D1 and D2 of the Welwyn Hatfield District Plan 2005.

3. No development shall take place until a detailed surface water drainage scheme for the site based on the principles as set out in the approved Flood Risk Assessment and Drainage Strategy produced by Conisbee, Ref:190997/A Marshall Version 3, dated 8 April 2021 and the Flood Risk Assessment note produced by Conisbee, Ref:190997/R Lee, dated 14 October 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:
 - (a) Final, detailed post-development calculations/modelling in relation to surface water or all rainfall events up to and including the 1 in 100-year return period including a +40% allowance for climate change.
 - (b) A detailed drainage plan including the location and provided volumes of all SuDS features, pipe runs, invert levels and discharge points. If there are areas to be designated for informal flooding these should also be shown on a detailed site plan.
 - (c) Full Assessment of proposed SuDS treatment and management stages for all surface water runoff from the entire development site.
 - (d) 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.

REASON: To prevent the increased risk of flooding, both on and off site in accordance with Policies R7 and R8 of the Welwyn Hatfield District Plan 2005.

4. Prior to commencement of the development, a Landscape and Biodiversity Plan shall be prepared, detailing how biodiversity will be incorporated within the development scheme. The plan shall include details of appropriate habitat improvement, management and creation schemes. The plan shall be submitted to the LPA to demonstrate the expectations of NPPF in achieving overall net gain for biodiversity have been met. Development shall proceed in accordance with the approved LEMP, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the development achieves a net gain for biodiversity on the site in accordance with the Policy R11 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

5. No development shall commence until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development must not be carried out other than in accordance with the approved statement. The Arboricultural Method Statement must include:
 - (a) A specification for the pruning of trees to be retained in order to prevent accidental damage by construction activities;
 - (b) The specification of the location, materials and means of construction of temporary protective fencing and/or ground protection in the vicinity of trees to be retained, in accordance with the recommendations of the current edition of BS 5837 "Trees in relation to construction", and details of the timing and duration of its erection;
 - (c) The specification of the routing and mean of installation of drainage or any underground services within the Root Protection Area (RPA) and/or canopy spread of retained trees;

- (d) The details and method of construction of any other structures such as boundary walls within the Root Protection Area (RPA) and/or canopy spread of retained trees;
- (e) The details of any proposed alterations to existing ground levels within the Root Protection Area (RPA) and/or canopy spread of retained trees;
- (f) Provision for the supervision, by an appropriately qualified arboricultural consultant, of any works within the root protection areas of trees to be retained.

REASON: To ensure the satisfactory protection of retained trees, shrubs and hedgerows during the construction period in the interest of visual amenity in accordance with Policy R17, D8 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

6. Prior to the commencement of development approved by this planning permission, in line with the Ground Investigation and risk assessment produced by WYG dated March 2020 that has been submitted with this application, an updated remediation scheme to include the timetables of works and site management procedures must be submitted for the approval of the Local Planning Authority.

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. A revised remediation scheme including the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified;
 - i. all previous uses;
 - ii. remediation objectives and criteria including all works to be undertaken,
 - iii. potential contaminants associated with those uses,
 - iv. a conceptual model of the site indicating sources, pathways and receptors, potentially unacceptable risks arising from the contamination at the site.
 - v. Timetables of works and site management procedures
2. A site investigation scheme based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.
3. The results of the site investigation and the detail risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components

require the express consent of the local planning authority. The scheme shall be implemented as approved

Where remediation is necessary a remediation scheme must be prepared in accordance with the above requirements, 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 in accordance with condition 15, which is subject to the approval in writing of the Local Planning Authority.

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 Policies R2 and R7 of the Welwyn Hatfield District Plan 2005.

7. 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 in line with Policy R19 and D1 of the District Plan 2005, Supplementary Design Guidance 2005 and the National Planning Policy Framework.

PRIOR TO ABOVE GROUND DEVELOPMENT

8. Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the off-site highway improvement works as indicated on drawing numbers (1) SK-T-07-Rev B, (2) SK-T-03-Rev C, (3) SK-T-01-Rev C have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Part B) Implementation / Construction Prior to the first use of the development hereby permitted, the improvement works referred to in Part A of this condition shall be completed in accordance with the approved details.

REASON: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018) and Policy SADM2 of the Emerging Welwyn Hatfield Local Plan 2016.

9. The development shall be constructed in accordance with the principles set out in the submitted Energy Statement by Brinson Staniland Partnership dated May 2020 and shall thereafter be maintained in that form.

REASON: To ensure that the development contributes towards Sustainable Development and Energy efficiency in accordance with Policy R3 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

10. Notwithstanding the details submitted, prior to any above ground development hereby permitted details identifying the locations of 49 electric car charging points (both active and passive) shall be submitted and approved in writing by the Local Planning Authority. The electric car charging points shall thereafter be installed as approved prior to first occupation, subject to availability of local grid capacity.

REASON: In the interest of sustainable transport methods. In accordance with NPPF, and Policies M2, M3, M5, M6, M8, M14, and D1 of the District Plan 2005 and SADM3 of the Emerging Local Plan.

11. No above ground development shall take place until full details of closed circuit television (CCTV) cameras in connection with the development have been submitted to and approved in writing by the Local Planning Authority prior to the above ground commencement of development. The development shall thereafter be implemented in accordance with the approved plans.

REASON: In the interests of public safety and amenity in accordance with Policies D1 and R20 of the Welwyn Hatfield District Plan 2005.

12. No development shall take place above ground level until details of privacy screens for western elevation of the upper deck have been submitted to and approved in writing by the Local Planning Authority. Subsequently, the development shall not take place other than in accordance with the approved drawings and shall thereafter be implemented entirely as approved before the first use.

REASON: To protect the amenity of the adjoining occupiers in accordance with Policy D1 of the Welwyn Hatfield District Plan, 2005.

13. Notwithstanding the submitted Landscaping Plan, no above ground development 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) Details of additional planting on the northern and western boundaries
- (b) Car parking layout and markings;
- (c) Vehicle and pedestrian access and circulation areas;
- (d) Hard surfacing, other hard landscape features and materials;
- (e) Planting plans, including specifications of species, sizes, planting centres, number and percentage mix, and details of seeding or turfing;
- (f) Details of siting and timing of all construction activities to avoid harm to all nature conservation features;
- (g) Management and maintenance details;
- (h) Location of service runs

REASON: In order to ensure the delivery of an acceptable scheme of landscaping and to protect the amenity of the adjoining occupiers in accordance with Policies D1 and D8 of the Welwyn Hatfield District Plan 2005.

14. No above ground development shall take place until samples of the materials to be used in the construction of the external surfaces of the building 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.

PRIOR TO OCCUPATION

15. Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

The above must be undertaken in accordance with the Environment Agency's 'Land contamination risk management (LCRM)' guidance, available online at <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>.

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 Policies R2 and R7 of the Welwyn Hatfield District Plan 2005.

16. Prior to the first use of the development hereby permitted, a management plan setting out measures to deter anti-social behaviour within and around the extended car park shall be submitted to and approved in writing by the Local Planning Authority. The car park shall thereafter be maintained and operated in accordance with the details set out in the approved management plan unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of security and to protect the amenities of neighbouring residential properties in accordance with Policy D1 of the Welwyn Hatfield District Plan, 2005.

17. Prior to the first occupation of the development hereby permitted, the proposed car parking shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter and made available for that specific use.

REASON: To ensure the permanent availability of the parking and manoeuvring area, in the interests of highway safety in accordance with Policy M14 of the Welwyn Hatfield District Plan 2005 and the National Planning Policy Framework.

POST DEVELOPMENT

18. Any vegetation clearance on site shall be undertaken outside the nesting bird season (March to end of July inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area shall be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works must stop until the birds have left the nest.

REASON: To ensure protected species are not harmed by the development in accordance with European and National legislation.

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

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policies D1, D2 and D8 of the Welwyn Hatfield District Plan 2005.

DRAWING NUMBERS

20. 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
P001		Location Plan	21/07/21
P002		Existing Block Plan	21/07/21
P003		Existing Sections A & B	21/07/21
P004		Existing Ground Floor Plan	21/07/21
P005		Proposed Block Plan	21/07/21
P006		Proposed Overall Site Plan	21/07/21
P007		Proposed Ground Floor Plan	21/07/21
P008	B	Proposed First Floor Plan	26/11/21
P010		Proposed Section A & B	21/07/21
P011		Proposed Section CC	21/07/21
P015	C	Proposed South Elevation	26/11/21
P016	D	Proposed East Elevation	26/11/21

P017	D	Proposed West Elevation	26/11/21
P018	C	Proposed North Elevation	26/11/21
P020	B	Proposed South Elevation with Context	26/11/21
P021	B	Proposed South Elevation with Context	26/11/21
P022	B	Proposed West Elevation with Context	26/11/21
P023	B	Proposed North Elevation with Context	26/11/21
P025		Proposed Ground Floor Tracking	21/07/21
P026		Proposed First Floor Tracking	21/07/21
2166-TFC-00-00-DR-L-1001		Proposed Landscape Plan	21/07/21
1		Glare CALC Location Plan	16/11/21
2		Under Deck Lighting Plan	16/11/21
3		External Lighting GA & Lux Spill at Ground Level - Post Curfew - 50	16/11/21
4		External Lighting GA & Lux Spill at Ground Level - Pre Curfew - 100	16/11/21
5		External Lighting - Glare Location GA	16/11/21

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

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.

INFORMATIVES

1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water interest etc. Neither does this permission negate or override any private covenants which may affect the land.

2. The decision notice contains conditions which require you to submit information to the Local Planning Authority and have it approved in writing before any development relating to the approval takes place. There is a formal procedure for applying to discharge conditions and further information can be found at <http://www.welhat.gov.uk/index.aspx?articleid=834>. Failure to comply with this type of condition may result in the development being considered unlawful and enforcement action could be taken. If you require any clarification or information please contact the section on 01707 357000.
3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roadsand-pavements/highways-roads-and-pavements.aspx>
4. Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-developmentmanagement.aspx> or by telephoning 0300 1234047.
5. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
6. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development->

management/highways-development-management.aspx or by telephoning 0300 1234047.


7. The purpose of the CTMP 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>
8. All plant and machinery in use shall be properly silenced and maintained in accordance with the manufacturers' instructions.
9. 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.
10. 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.
11. 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.
12. Any pile driving shall be carried out by a recognised noise reducing system.
13. Where practical, rotary drills and bursters, actuated by hydraulic or electric power shall be used for excavating hard material.
14. In general, equipment for breaking concrete and the like, shall be hydraulically actuated.
15. '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.
16. Any emergency deviation from these conditions shall be notified to the Council without delay.
17. All efforts shall be made to reduce dust generation to a minimum.

18. 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.
19. Water sprays shall be used, as and when necessary, to reduce dust from particularly "dusty" activities or stock piles.
20. Bats and their roosts are protected at all times under domestic and European law. Works should proceed with caution, and in the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England: 0300 060 3900.

Raymond Lee (Development Management)

Date: 19 November 2021



 <p>WELWYN HATFIELD</p> <p>Council Offices, The Campus Welwyn Garden City, Herts, AL8 6AE</p>	Campus West Car Park, Welwyn Garden City		Scale: DNS
			Date: 26-11-2021
Development Management Committee	6/2021/2207/MAJ	C Gooding-Williams	
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