

3/17/2588/OUT : Conditions:

Full application

1. Three year time limit. (Full application only).
2. Approved plans
3. Details to be approved (materials)

Notwithstanding the details shown on the plans and documents hereby approved, full particulars of the following shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement (excluding demolition, excavation, site preparation and enabling works) of the relevant phase of the development hereby approved .The relevant phase of the development shall not be carried out otherwise than in accordance with the details thus approved.

- A sample board of all proposed facing materials (minimum 2 metres square) shall be constructed on site for the Local Planning Authority to inspect on site. Thereafter it shall be retained on site until the completion of the relevant phase of development. The development shall only be completed in accordance with the approved sample panel.);
- A mock-up of a typical elevation sections (true to scale) to include window frames, ventilation screens, brickwork, ceramic panel, terracotta panel and metal louvers
- Façade design and detailing @ 1:20 and 1:5 scale
- Details of all ground floor frontages including entrance doorways, canopies, soffits, lighting and areas allocated for signage@ 1:20 and 1:5 scales

- Window design: setting out specification of all typical windows including reveals, spandrels, flashing and frame thickness
- Roof terraces and typical balcony details: material, proportions and positioning: 1:20 and 1:5 scale.

REASON: To ensure that the external appearance of the development is satisfactory and does not detract from the character and visual amenity of the area.

4. No extraneous pipework

No soil stacks, soil vent pipes, flues, ductwork or any other pipework shall be fixed to the elevations of the buildings other than as shown on the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the external appearance of the development is satisfactory and does not detract from the character and visual amenity of the area.

5. No satellite dishes/TV aerials or other attachments

No satellite dishes/TV aerials or other attachments shall be fixed to the elevations of the buildings other than as shown on the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the external appearance of the development is satisfactory and does not detract from the character and visual amenity of the area.

6. Communal satellite dishes

Details of any communal satellite dish/dishes shall be provided to the Local Planning Authority for their written approval before any

satellite dish(es) is/are erected at roof level of the buildings hereby approved. Thereafter they shall be erected as agreed and removed when no longer in use.

REASON: To ensure that the external appearance of the development is satisfactory and does not detract from the character and visual amenity of the area.

7. Use of residential balconies

The residential balconies hereby approved shall not be used as a storage area for bicycles or household items.

REASON: To ensure that the external appearance of the development is satisfactory and does not detract from the character and visual amenity of the area.

8. Provision of car parking spaces

Prior to the occupation of any residential unit within a designated block; all residential car parking spaces associated with that block shall have been provided and made available for use and retained thereafter in perpetuity.

REASON: To reduce vehicular congestion in the surrounding highway network.

9. Use of residential car parking spaces

Each residential car parking space shown on the approved drawings shall be provided and each car parking space shall only be used for the parking of vehicles of people living in the residential part of this development.

REASON: To ensure that adequate provision is made within the site for the parking of cars of people living in the residential part of the development in accordance with the Council's Parking standards

and in the interests of relieving parking demand in surrounding streets and improving highway conditions in general.

10. Residential car parking management plan

Prior to the occupation of any residential unit in a development phase a car park management plans for the relevant residential car park shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the residential car parks function in accordance with their agreed purposes in providing residential car parking space on this site in the interests of reducing vehicular congestion in the surrounding highway network.

11. Provision of secure bicycle parking

Prior to the occupation of any residential unit within a designated building; all residential secure bicycle storage spaces associated that building shall have been provided and made available for use and retained thereafter in perpetuity.

REASON: To ensure that adequate provision is made within the site for the parking of bicycles in the interests of discouraging car use, relieving congestion in surrounding streets and improving highway conditions in general.

12. Provision of residential refuse storage.

Prior to the occupation of any residential unit within a designated building; all residential refuse storage areas associated that building shall have been provided and made available for use and retained thereafter in perpetuity.

REASON: To ensure that adequate provision is made within the development for the storage of refuse.

13. Provision of residential gardens and children's play areas

No more than 50% of the residential units in any residential building shall be occupied until residential landscaped gardens and play areas associated with that building have been fully implemented in accordance with the details that have been provided by condition XX.

REASON: To ensure that play facilities are provided within the development to an appropriate standard and at the time the demand for them arises, in accordance with policy LRC 3 of the of the East Herts Local Plan Second Review April 2007.

14. Lifetime Homes/Wheelchair Accessible Units

All residential units shall be completed to Lifetime Homes standards unless otherwise agreed in writing by the Local Planning Authority. A minimum of 10% wheelchair accessible units shall also be provided.

REASON: To ensure satisfactory design and accessibility of the residential units.

15. Water Conservation

All dwellings on site shall be designed and fitted to achieve the water conservation standard of 110 litres per person per day. No dwelling shall be occupied until a certificate has been issued for it certifying that the water conservation standard has been achieved.

REASON: To ensure that the development, which lies in an area of water shortage, makes the most efficient use of water and incorporates water conservation measures to create a sustainable form of development in accordance with the key aims of the NPPF.

16. Odour Management for A3 use.

Equipment shall be installed to effectively suppress and disperse fumes and/or odours produced by cooking and food preparation, and the equipment shall be effectively operated for so long as the commercial food use continues. Full details of the method of odour abatement and all odour abatement equipment to be used, including predicted noise levels of the equipment in operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of the equipment. The approved equipment shall be installed and in full working order to the satisfaction of the Local Planning Authority prior to the use hereby permitted commencing.

REASON: In order to prevent the adverse impact of odours arising from cooking activities on the amenity of nearby residents.

17. Noise from any fixed external plant, machinery and equipment

Noise from any fixed external plant, machinery and equipment installed or operated in connection with this permission), shall be so enclosed, operated and/or attenuated so that noise arising from such shall not exceed a level of 5dBA below the existing background level when measured or calculated according to BS4142:2014, at the boundary of any sensitive receptor. The applicant shall clearly demonstrate that noise from the installed plant achieves the required noise standard, prior to the A3 use hereby permitted commencing.

REASON: To protect neighbouring residents from any adverse impact from noise arising from the kitchen extract ventilation system.

18. Noise

Prior to the determination of any reserved matters application and/or the occupation of any individual phase of development the applicant shall submit for approval in writing a detailed assessment of noise (Inc. vibration), an assessment of impact and where necessary a detailed mitigation scheme. The scheme shall thereafter be implemented prior to the use hereby permitted being brought into operation, shown to be effective (post completion testing) and thereafter maintained throughout the life of the development.

Reason: To protect any existing and future occupiers from the adverse impact of noise.

19. Restriction on extent of commercial development

Notwithstanding the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended or any subsequent Order, the units hereby approved for A1, A2, A3, A4, B1, C1 and D1 purposes shall only to be used for these uses and no other purpose.

REASON: In order to maintain control over the nature and extent of commercial development at the site in the interests of providing and maintaining a viable town centre.

20. Restriction on the extent of the D1 use.

The D1 use hereby approved shall be used as a medical or health facility only and for no other purpose unless prior consent has been obtained in writing from the Local Planning Authority.

REASON: In the interests of ensuring that adequate /medical health facilities are provided at the site for this development and to protect the residential amenity of residents at the site. It is considered that unrestricted D1 consent would not be granted in this location due to the proximity of residential properties.

21. Shopfront and Advertisement Strategy.

Notwithstanding the Advertisement Regulations, before the commencement of the relevant phase of the development hereby approved, a Shopfront and Advertisement Strategy shall be submitted to and agreed in writing by the Local Planning Authority. This shall include drawings of the detailed external design of the shopfronts and advertisements across the site. The development shall only be carried out in full accordance with the agreed details.

REASON: To ensure that the external appearance of the shopfront development provides a consistent and active frontage and does not detract from the character and visual amenity of the area.

22. Maintenance of an active public realm facing frontage

The shop fronts / window glass to the public realm-facing facades of the hotel reception and retail areas of the development hereby approved shall not be painted, covered with vinyl film, posters or obscured such that would block the glazing. The windows must be clear glazed and maintained as such.

REASON: To maintain active frontages and enhance the character and appearance of this part of the town centre.

23. Provision of secure bicycle parking (Commercial/retail/business units)

Prior to the occupation of any commercial/retail/business unit in any building all secure bicycle storage spaces associated that building shall have been provided and made available for use and retained thereafter in perpetuity.



REASON: To ensure that adequate provision is made within the site for the parking of bicycles in the interests of discouraging car use, relieving congestion in surrounding streets and improving highway conditions in general.

24. Provision of commercial/retail/business refuse storage.

Prior to the occupation of any commercial/retail/business unit in any building; all refuse storage areas associated that building shall have been provided and made available for use and retained thereafter in perpetuity.

REASON: To ensure that adequate provision is made within the development for the storage of refuse.

25. Delivery Service Plan

A Delivery Service Plan (DSP) specifying delivery and servicing arrangements, including vehicle tracking and restrictions on loading at night time together with:

- Drawings showing the loading bays and attendant swept path analysis for all commercial/retail uses, including access into servicing/delivery bays and thoroughfares/internal access roads within the development.
- Detail with respect to the location of the loading bays and further clarity as to the numbers/usage of such provision shall be submitted to, and agreed in writing by the Local Planning Authority prior to the occupation of any retail or commercial part of the development hereby approved .Delivery and service arrangements shall thereafter take place in accordance with the measures identified within the DSP.

REASON: In order to ensure that the development does not prejudice the amenity of adjoining occupiers.

## 26. Car Parking Management Plan

Prior to the first use of the multi storey car park, a detailed car park management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall outline:-

- Signage proposals to manage car movement within and outside the site
- Proposals for short term car parking
- Measures to mitigate noise and light pollution
- Security Standards that achieve the British Parking Association's safer car park award.

Thereafter it shall be implemented and maintained in accordance with the measures agreed.

REASON: To ensure that the multi storey car park functions in accordance with its agreed purposes and does not harm the amenity of surrounding occupants or the local highway network.

## 27. Electric Charging Points

Prior to the first use of the multi storey car park hereby approved, details of electric car charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to the first occupation of the multi storey car park and retained thereafter in perpetuity.

REASON: In the interests of encouraging sustainable forms of transport use.

28. Bus Station Management and Promotion

Prior to the occupation of any land use a Bus Station Management Plan shall be agreed in writing with the Local Planning Authority. The Bus Station Promotion shall include leaflets in the catchment areas shown in Plan 4: Extent of Bus Service Marketing. Thereafter the measures in the plan, as agreed, shall be operated for a period of 3 years.

REASON: To ensure proper management of the revised layout in the interests of highway safety and efficiency and in the interests of encouraging sustainable forms of transport use.

29. Details and provision of Public Transport Infrastructure ( Bus Stops)

Prior to the commencement of the development, details of the future locations of all bus stops within the development shall be identified, submitted to and approved in writing by the Local Planning Authority. Thereafter and in accordance with the approved details, they shall be clearly marked on site during construction of the internal roads to ensure visibility for perspective purchasers.

REASON: To ensure proper management of the revised layout in the interests of highway safety and efficiency.

30. Details and Provision of Public Transport Infrastructure (Bus Stops)

Prior to the commencement of the development full details of the design of the bus stops ( including raised height kerbs and shelters, real time information at key stops) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and in accordance with the approved details, they shall be provided prior to the occupation of any land use and shall be retained in perpetuity.

REASON: To ensure that the external appearance of the development is satisfactory and in the interests of highway safety and efficiency.

### 31. Provision of Public Transport Infrastructure

Prior to the occupation of any land use, the provision of infrastructure both within the development site and on the wider routes that the proposed public transport services will travel to facilitate delivery of the strategy in Condition 29 shall comprise of but shall not be limited to the following:

- High quality bus stop facilities to include raised height kerbs and shelters
- Real time information signs at key stops
- Bus priority measures where appropriate to ensure that the proposed services avoid congested areas of the network
- A dedicated bus (and pedestrian/cycle) link between the new station site and London Road and Station Road.

REASON: To ensure proper management of the revised layout in the interests of highway safety and efficiency.

### 32. Cycle Routes

In accordance with the details of the phasing plan, provision shall be made for a network of off carriageway cycle routes linking all areas of the development with the Rail Station, Bishop's Stortford town centre, development sites to the north and south, existing cycle infrastructure and crossing points along London Road. These routes shall be appropriately hard surfaced, illuminated and with a minimum width of 3 metres where they are independent of a

footway or 4 metres overall where there is a shared use provision with a footway.

REASON: To ensure proper management of modal shift and encourage use of sustainable transport modes to travel within Bishop's Stortford and surrounding areas.

### 33. Walking Routes

In accordance with the details of the phasing plan, provision shall be made for a network of footways linking all areas of the development with the Rail Station, Bishops Stortford Town Centre, development sites to the north and south of the site, and crossing points along London Road, Anchor Street and Station Road. These routes shall be appropriately hard surfaced, illuminated and with a minimum width of 2 metres where they are independent of a cycleway or 4 metres overall where there is a shared use provision with a cycleway.

REASON: To ensure proper management of modal shift and encourage use of sustainable transport modes to travel within Bishops Stortford and surrounding areas.

### 34 Phasing Plan

Prior to the commencement of any works, a site wide master plan and phasing plan shall be submitted to, and shall be approved in writing by the Local Planning Authority. The plans shall include details of the proposed sequence of development across the entire site and the extent and location of individual development phases including the type of development in each Phase. The plans shall include details of the following matters:

- a. Major infrastructure including roads, footpaths and cycleways;
- b. Details and proposed layout of Phases 1 and any subsequent phase.

- c. The location and extent of public open space, including areas for play.
- d. Details of alternative temporary station car parking arrangements showing no more than 772 public car parking spaces whilst building works proceed.
- e. Details of temporary station cycle parking whilst building works proceed.

No building shall be occupied until such time as the details outlined in the approved phasing plan have been provided to the satisfaction of the Local Planning Authority and no building works shall commence until alternative temporary station cycle and car parking has been provided and is fully operational.

REASON: To ensure proper management of the phasing of the development and in the interests of highway safety and the control of environmental impacts.

### 35. Construction Management Plan

Prior to the commencement of the development, a detailed construction management plan shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- a) The construction programme and phasing plan
- b) Hours of operation, delivery and storage of materials
- c) Details of any highway works necessary to enable construction to take place
- d) Parking and loading arrangements
- e) Details of hoardings

- f) Details of how pedestrian and cyclist safety will be maintained
- g) Management of traffic to reduce congestion
- h) Control of dust and dirt on the public highway
- i) Details of consultation and complaint management with local businesses and neighbours
- j) Waste management proposals
- k) Mechanisms to deal with environmental impacts such as noise, air quality, light and odour.

REASON: In the interests of highway safety and the control of environmental impacts.

### 36. Construction Traffic Management Plan

Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing. The plan should consider all phases of the development including demolition, excavation and construction of all elements of the proposals. 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. Traffic management requirements;
- c. Construction and storage compounds (including areas designated for car parking);
- d. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;

- g. Timing of construction activities 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.

REASON: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

37. Site Waste Management Plan (SWMP).

Prior to the commencement of the development, a detailed site waste management plan shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- Waste arising during both the site preparation, demolition and construction phases.
- Definition of the waste types
- An indication of its specific re – use on site or its removal from the site
- Information that would indicate where waste is being transported to; together with details of the waste carrier
- The total volumes of waste during enabling works and construction works should also be summarised.

38. Construction Environmental Management Plan

Prior to the commencement of each individual phase of the development hereby approved a Construction Environmental Management Plan, including the provision for site waste, shall



be submitted to and approved in writing by the Local Planning Authority and shall be implemented during the course of construction.

REASON: To safeguard the amenity of the occupants of neighbouring and surrounding occupiers.

39. Hours of demolition/construction/site preparation

All site demolition, site preparation and construction works, shall take place between 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays and at no times on Sundays or Public Holidays without the written permission of the Local Planning Authority.

REASON: To safeguard the amenity of the occupants of neighbouring and surrounding occupiers.

40. Broadband Connection

No development above ground floor slab level of any part of the development hereby permitted shall take place until details of the measures to facilitate the provision of high speed broadband internet connections to the development have been submitted to and approved in writing by the local planning authority, details shall include a timetable and method of delivery for high speed broadband of each dwelling/unit. The delivery of high speed broadband infrastructure shall be implemented thereafter in accordance with the approved details and made available prior to first occupation of the development.

REASON: As this matter is fundamental to ensure a sustainable development that meets the needs of future occupiers in accordance with Policy SD1 ( Making Development More

Sustainable) of the East Herts Local Plan Second review 2007/  
Policy DES3 ( Design of Development) of the East Herts District  
Plan Pre submission Consultation 2016.

41. Waterborne Freight

Prior to the commencement of the development hereby permitted, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the waterways is not physically feasible.

Reason: To encourage the use of the waterways for transporting waste and bulk materials.

42. Contaminated Land

Prior to the determination of any reserved matters application for any individual phase of development the applicant shall submit for approval a scheme to deal with contamination of land/ground gas/controlled waters has been submitted to and approved in writing by the local planning authority. The scheme shall include all of the following measures, unless the local planning authority dispenses with any such requirement specifically in writing: 1. A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175: 2011 Investigation of Potentially Contaminated Sites – Code of Practice. 2. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis,

undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment. 3. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined. 4. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority. 5. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

REASON: To protect the health of future occupiers of the site from any possible effects of contaminated land, in accordance with local planning policy.

43. Archaeology

No development shall take place within the proposed development site until the applicant, or their agents, or their successors in title, has secured the implementation of a programme of archaeological work in accordance with a

written scheme of investigation, which has been submitted to the planning authority and approved in writing. This condition will only be considered to be discharged when the planning authority has received and approved an archaeological report of all the required archaeological works, and if appropriate, a commitment to publication has been made. The development shall thereafter be carried out in accordance with the approved scheme.

REASON: To secure the protection of and proper provision of any archaeological remains in accordance with Policies BH2 and BH3 of the East Herts Local Plan Second Review 2007 and Para 141 of the NPPF.

44. Tree Protection

Apart from enabling works, no development shall commence respectively on any phase of the development hereby permitted until details of the specification and position of fencing and any other measures to be taken for the protection of any retained tree or hedging in each part from damage before or during the course of development have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

REASON: In order to safeguard the amenity of any tree or hedge that is to be retained on the site.

45. Details of hard and soft landscape proposals

Full details of hard and soft landscape proposals shall be submitted before the commencement of each Phase of the development. These details shall include, as appropriate:

- A Green Infrastructure Plan at a scale that will clearly identify the boundaries of all areas of green infrastructure, including play areas, amenity areas, hedgerows, trees, verges, landscaped areas adjacent to highways, footpaths and cycleways, greenways and corridors, and the riverside park;

Proposals setting out the location, type and timing of all new tree planting on the site in order to screen the railway line and car parks, to mitigate the impact on identified views, to provide planting areas within the car parking hereby approved and to enhance the riverside setting.

- Proposed finished levels or contours;
- Positions, design, materials and type of boundary treatment to be erected;
- Details of accessibility arrangements between private residential gardens on the riverside and public riverside garden boundaries.
- Hard surfacing materials;
- A local identity and character plan, with special reference to the plan for the Stort Waterside;
- Minor artefacts and structures (e.g. street furniture, refuse or other storage units and signs)

Soft landscape details shall include:

- Planting plans including positions for all tree, hedge and shrub planting;

- Written specifications (including cultivation and other operations associated with plant and grass establishment);
- Schedules of plants, noting species, planting sizes and proposed numbers
- Densities where appropriate; and
- Implementation timetables including time of planting.

The approved scheme shall be carried out and completed prior to the occupation of each phase of the development.

Thereafter it shall be maintained as such in accordance with the approved details.

REASON: To ensure that the landscaped features of this development are provided and maintained in the interests of the appearance of the site and area.

#### 46. Landscaping

Prior to the occupation of the development hereby permitted, details of the proposed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme should include reference to plant species types, screening of car parking areas, surfacing treatments and towpath works, fences and walls, any signage and information boards, details of the siting and design of tree pits and grilles, lighting columns, litter bins and signs together with the means of on-going maintenance. The approved landscaping scheme shall be implemented by the first planting scheme after the development is occupied. Works shall be carried out in accordance with these approved details.

Reason: To ensure that the proposals, as completed, have no adverse impact on the biodiversity or character and appearance of the River Stort, or the use of its towpath.

47. Details of podium and roof gardens

A hard and soft landscape scheme, illustrated on detailed drawings shall be submitted to and approved by the Local Planning Authority, in writing, before any landscape work commences on site. Plans shall show species, type of stock, numbers of trees, hedges and shrubs to be included and showing areas to be grass seeded or turfed, benches, lighting, gas pipe planters, irrigation measures, play equipment and topographical ground levels. Section drawings shall be provided showing the roof build ups. All landscaping in accordance with the scheme, when approved, shall be carried out within a period of twelve months from the date on which the development of the site commences or shall be carried out in the first planting (and seeding) season following completion of the development and shall be maintained to the satisfaction of the Local Planning Authority for a period of ten years, such maintenance to include the replacement of any plants that die, or are severely diseased, or removed.

REASON: To accord with the requirements of Section 197(a) of the Town and Country Planning Act 1990 and to provide reasonable environmental standards in the interests of the appearance of the site and area.

48. Landscape Management Plan.

Before each phase of the development commences, a landscape management plan, including long term design objectives, management responsibilities and maintenance

schedules for all landscape areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority. The scheme shall include the following elements:

1. Detail of the extent and type of new planting (native species only)
2. Details of maintenance regimes
3. Details of any new habitat created on site
4. Details of treatment of site boundaries and/ or buffers around water bodies.

49. Restriction on residential occupation prior to completion of public landscaped gardens.

No more than 50% of the residential units shall be occupied in any phase of the development prior to the completion of the publicly- accessible landscaped gardens associated with that development phase.

REASON: To provide reasonable environmental standards in the interests of the appearance of the site and area.

50. Tree replacement

If, within a period of five years from the date of the planting of any tree approved as part of the landscaping details approved, or any tree planted in replacement for it, that tree is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective,



another tree of the same species and size as that originally planted shall be planted in the same place, unless the Local Planning Authority gives its written approval to any variation.

REASON: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features, in accordance with policy ENV2 of the East Herts Local Plan Second Review April 2007.

51. CCTV

Prior to the commencement of the construction of any building within a phase of the development, a CCTV Plan shall be submitted to the local planning authority for approval, such plan to show the model, location, height and surveillance area of all CCTV cameras to be installed and the means of monitoring by the applicants within that Phase. Within each Phase, the cameras will be installed and monitored in full accordance with the approved CCTV Plan prior to the first occupation of any building in that Phase.

REASON: To ensure that security surveillance is effective and co-ordinated between services.

52. Anchor Street Improvements

No more than 50% of the residential units shall be occupied prior to the issue of the provisional certificate for the Anchor Street improvements which are shown on the approved plans.

REASON: To ensure that Anchor Street is improved and open to traffic in order to provide satisfactory access to the temporary car parks and other existing and proposed development in the interests of the free flow of traffic.

53. Travel Plan

No buildings shall be occupied in any phase of the development until details of Travel Plans for the occupiers of that part of the development have been submitted to and agreed in writing by the Local Planning Authority. The Travel Plans shall make provision for relevant surveys, review and monitoring mechanisms, targets, further mitigation, timescales, phasing programme and on-site management responsibilities. Once agreed, it shall be implemented as such and subject to regular review in accordance with the above approved details.

REASON: To ensure that the development traffic is within the predicted levels in the submitted Transport Assessment, to promote sustainable transport measures and maintain the free and safe flow of traffic, in accordance with Policy TR4 of the East Herts Local Plan Second Review April 2007

54. Housing Tenure Plan

Prior to the commencement of the construction of any building that will contain residential units, a housing tenure plan; identifying the affordable housing units shall be submitted to the Local Planning Authority for their written approval. Thereafter the development shall be implemented in accordance with the approved details and the affordable housing units shall be retained as such in perpetuity unless the written consent of the Local Planning Authority has been obtained.

REASON: To ensure that the development meets the housing needs of the District and provides a mixed and balanced form of housing development.

55. Lighting Strategy

Details of a lighting strategy for each part of the development site shall be submitted, setting out the general distribution and design guidelines for all installations in the development and its public realm areas. The Lighting Strategy shall also include information about potential light spill on to the surrounding area including watercourses and shall be submitted to and approved by the Local Planning Authority, in writing, before the relevant part of the development is implemented. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To ensure that the external appearance of the development is satisfactory and does not detract from the character and visual amenity of the area or residential amenity of nearby occupiers.

56. Secure by Design

The development shall achieve Secure by Design standards, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that the potential for crime and the perception of crime is reduced.

57. Risk Assessment

Prior to the commencement of the waterside works as part of the development hereby approved, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority.

REASON: To ensure, prior to any works on the waterside commencing, that the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

58. Surface Water and Contamination

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the approved details unless otherwise agreed in writing. No discharge of collected rainwater, rainwater run-off or extracted groundwater/perched water from dewatering works etc will be accepted into the River Stort during construction works. Any outfall connecting the site with the River Stort, or any locations where waters from the site could enter the surface water drainage system should be sealed prior to the demolition and construction phase. The proposed SUDs system (including the pond and ditch) should be laid in uncontaminated soil and be made of materials through which the identified contaminants (at the concentrations detected in the groundwater) cannot migrate.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

59. Flood Risk

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment carried out by Water Environment, reference 14120, dated November 2017, Revision C and additional information, with the following mitigation measures detailed within the FRA:

1. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
2. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm, so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
3. Implementing appropriate SuDS measures as shown on the proposed surface water strategy drawing, drawing number 14120-210, Rev C, updated in February 2018 and to include permeable paving areas, lined infiltration blankets, cellular storage tanks, green roofs and ponds.

The mitigation measures 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 attenuation and disposal of surface water from the site.

60. Compliance with details of Flood Risk Assessment

The development permitted as Phase 1 by this planning permission shall be carried out in accordance with the Flood Risk Assessment carried out by Water Environment, reference 14120, dated November 2017 and the drawing provided by Water Environment, reference 14120-Sk003, dated 10 February 2017 and the following mitigation measures as detailed within the surface water drainage strategy.

1. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed 20 l/s.
2. Completion of temporary diversion of the channel within a trench as shown on the drawing 14120-Sk003.
3. 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.

The mitigation measures shall be fully implemented prior to use 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 reduce the risk of flooding to the proposed development and future users.

61. Completion of drainage works

Upon completion of the drainage works an updated, detailed management and maintenance plan for all SuDS features and structures must be submitted and shall include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

REASON: To prevent the increased risk of flooding, both on and off site.

62. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for the relevant phase for (i) vehicles / cycles to be parked; (ii) for the loading and unloading of vehicles and; (iii) for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter, the parking, loading and unloading and turning area(s) shall be retained and maintained for their designated purpose(s).

63. Traffic Monitoring

Prior to the commencement of the development a monitoring programme to assess the level of traffic generation at defined intervals of occupancy shall be submitted to and approved in writing by the Local Planning Authority following consultation with the Highway Authority. The monitoring programme shall be implemented as agreed unless the Local Planning Authority gives written approval to any variation. The monitoring programme should include the area to be monitored, i.e. junction of Station Rd / Anchor St, Dane St / Station Rd / Site Access Rd, and further afield in the town centre. Monitoring should be tied to each phase of the development:

- Phase 1: Link road through the development is built to accommodate sustainable transport. Monitoring at this phase would include monitoring bus usage, pedestrians, cyclists and train usage to ascertain whether there has been a shift in mode use as a consequence of improved bus facilities. If positive mode shift is achieved, Hertfordshire County Council would seek to retain the bus link road.

If it is deemed necessary to provide the through road, monitoring would occur for Phase 2 as follows.

- Phase 2: Link road through the development is opened to public after London Road junction is upgraded to accommodate all vehicles. Monitoring at this stage would include a full Transport Assessment of the entire network to demonstrate the impact the through link road has on the town centre. In particular, operational capacity and congestion at junctions through the town centre and sustainable transport mode usage (i.e. the shift to/from using sustainable modes of transport as a consequence of introducing the new all-vehicle Link Road). The extent of the monitoring is to be agreed prior to Phase 2 commencement.

REASON: To ensure that agreed traffic levels are not breached and thus the highway network is adequate to cater for the development proposed. To ensure that the new spine road does not result in undue congestion, queueing and delays within the town centre.



64 Detailed Plans

Prior to the commencement of the development hereby permitted full details in the form of scaled plans and written specifications shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- i. Roads, footways, foul and surface water drainage.
- ii. Existing and proposed access arrangements including unobstructed visibility splays.
- iii. Parking provision in accordance with adopted standard.
- iv. Cycle parking provision in accordance with adopted standard.
- v. Servicing areas, loading areas and turning areas for all vehicles.

REASON: In the interests of maintaining highway efficiency and safety.

65. Servicing and Delivery Plan

Prior to commencement of the development, the applicant shall submit a Servicing and Delivery Plan. This plan is to be submitted and approved in writing by the Local Planning Authority. The Servicing and Delivery Plan shall contain the delivery and servicing requirements (including refuse collection) for the proposed use, a scheme for coordinating deliveries and servicing for the proposed development, areas within the development site that will be used for loading and manoeuvring of delivery and servicing vehicles, and access to / from the site for delivery and servicing vehicles.

REASON: In the interest of maintaining highway efficiency and safety.

66. Swept Path Assessments

Prior to commencement of the development, the applicant shall submit swept path assessment drawings to be approved in writing by the Local Planning Authority. The swept path assessment drawings should be provided for the following:

- Multi-Storey Car Park: to demonstrate that vehicles can safely manoeuvre within and enter and depart in a forward gear.
- Multi-Storey Car Park: to demonstrate that vehicles can safely manoeuvre into and out of all car parking spaces. These should be provided for the more difficult to access space (i.e. corner spaces, spaces adjacent to ramps, etc.)
- Residential or other car parks: to demonstrate that vehicles can safely manoeuvre within and enter and depart in a forward gear.
- Residential or other car parks: to demonstrate that vehicles can safely manoeuvre into and out of all car parking spaces. These should be provided for the more difficult to access space (i.e. corner spaces, spaces adjacent to ramps, etc.).
- On-street parking or laybys: to demonstrate that when vehicles are parking in on-street parking bays or laybys that the traffic, in particular buses, can utilise the highway without obstruction.
- If the section of the Link Road shown in Plan 3 - Proposed Highway Works Link Road Phase 2 is intended to be

established, the applicant will need to provide swept path assessments for an HGV and Refuse Vehicle travelling around Anchor Street and New Road 1 to demonstrate that they can manoeuvre safely.

REASON: In the interest of maintaining highway efficiency and safety.

67. Car and Cycle Parking Management Plan

Prior to first occupation of the development, a Car and Cycle Parking Management Plan for each of the car parks (Multi-Storey Car Park and Residential Car Parks / On-street Parking) shall be submitted to and approved in writing by the local planning authority. It shall include the following:

- Details of car parking allocation and distribution;
- Methods to minimise on-street car parking;
- A scheme for the provision and parking of cycles; and,
- Monitoring required of the Car and Cycle Parking Management Plan to be submitted to and approved in writing in accordance with a timeframe to be agreed by the local planning authority.

The Car and Cycle Parking Management Plan shall be fully implemented before the development is first occupied or brought into use, in accordance with a timeframe agreed by the Local Planning Authority, and thereafter retained for this purpose.

REASON: In the interests of highway safety and to ensure sufficient available on-site car parking and the provision of adequate 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.

#### OUTLINE APPLICATION

1. Time frame for submission of reserved matters application.

Applications for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission. The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before the expiration of one year from the date of approval of the last reserved matters, whichever is the later.

REASON: To prevent the accumulation of unimplemented planning permissions and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).

2. Details of the reserved matters application.

No development, apart from Enabling Works, Earthworks and access works, shall commence before detailed plans showing the, layout, scale and external appearance of the building(s) and landscaping (hereinafter referred to as "the reserved matters") in that Phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

REASON: To comply with the requirements of section 92 of the Town and Country planning Act 1990 and the provisions of the Town and Country Planning (Development Management Procedure) Order 2015 and to ensure that high standards of

urban design and a comprehensively planned development are achieved in accordance with the NPPF.

REASON: In order to ensure that the approved development takes place in a sustainable manner such that essential infrastructure is provided in time to mitigate the impact and needs of the development.

3. Details of the reserved matters application

The reserved matters for shall be accompanied by the following details:

- a. The location and design of any recycling and refuse stores;
- b. The design, layout and materials of the internal roads, driveways, footways, drainage areas and car parking areas and cycleway;
- c. Detailed plans of all proposed new highway infrastructure or modifications to existing highway infrastructure
- d. The design and location of cycle parking facilities which are not be provided as part of individual residential, commercial or community buildings;
- e. Any parking, turning, manoeuvring, loading/unloading areas not being provided as part of individual residential, commercial or community buildings; and
- f. A Waste Management Plan.
- g. Details of any external lighting.
- h. Details of the disposal of foul sewage
- i. Biodiversity & green infrastructure Management Plan

- j. Details of Street furniture/lighting/signage strategies, to show approach to siting and design of:
- Tree pits and grilles
  - Lighting columns
  - Litter bins
  - Signs
  - Approach to security of play areas that front the riverside.
  - Details of improved screening of the car parking between blocks D2 and D3 and C2 and D1.

REASON: In order to ensure a high standard of design; that infrastructure provision and environmental mitigation is provided to cater for the needs and impacts arising out of the development in accordance with policies ENV1, ENV2 and ENV23 of the East Herts Local Plan Second Review April 2007 and the National Planning Policy Framework (NPPF), and to ensure that all highway works and internal roads are built to Highway Authority standards and requirements.

4. Flood Risk - Phase 2

The development permitted as Phase 2 shall not be commenced until such time as a detailed surface water drainage scheme 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 indicated on the surface water drainage drawing, drawing number 14120-210, Rev C, updated in

February 2018 and the agreed phasing programme. The details shall include the following:

1. Controlled discharge mechanism from the Phase 1 to be put in place and limiting the surface water run-off to 9.8 l/s.
2. Location and details of discharge points into the new channel (as per the final configuration).
3. Detailed engineered drawings of the proposed SuDS features including their cross section drawing, size, volume, depth, any inlet and outlet features including any connecting pipe runs and supporting calculations.

The scheme shall be fully implemented and subsequently maintained, 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 storage of/disposal of surface water from the site.

5. Diversion of the ordinary watercourse (prior to Phase 2)

The development permitted as Phase 2 shall not be commenced until such time as the details of the diversion and re alignment of the ordinary watercourse have been submitted to, and approved in writing by the Local Planning Authority. The re alignment works to the ordinary watercourse shall be implemented prior the commencement of any works related to development of Phase 2.

The details shall include the following:

1. All modelling of the channel and the supporting calculations for the surface water run-off ditch should be provided for a rainfall event with a return period equating to 1 in 100 year + 40% for climate change.
2. Design diagram to provide an overview of the re profiling works.
3. Final longitudinal bed profile and cross sections of the ordinary watercourse including location of any structures and their positioning in relation to the direction of the flow.
4. Detailed engineering drawings of any culverts/structures that may affect the flow.
5. Detailed methodology and drawings regarding stabilisation and banks protection. This is to include specific protection to avoid the erosion process in the transition sections with culverts or any other structures.
6. Detailed methodology including detailed drawings for the protection of the bed of the ordinary watercourse at the outfall of any discharge points.

REASON:

1. To secure the correct realignment of the ordinary watercourse.
2. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
3. To provide appropriate treatment and ensure water quality under the Water Framework Directive requirements



7. Surface Water Drainage System - Phase 3

The development permitted as Phase 3 shall not be commenced until such time as a detailed surface water drainage scheme 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 indicated on the surface water drainage drawing, drawing number 14120-210, Rev C, updated in February 2018 and the agreed phasing programme. The details shall include the following:

1. Controlled discharge mechanism and limiting the surface water run-off to 12.7 l/s.
2. Location and details of discharge points into the new channel (as per the final configuration).
3. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth, any inlet and outlet features including any connecting pipe runs and supporting calculations.

The scheme shall be fully implemented and subsequently maintained, 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 reduce the risk of flooding to the proposed development and future users.

8. Surface Water Drainage System - Phase 4

The development hereby permitted as Phase 4 shall not be commenced until such time as a detailed surface water

drainage scheme 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 indicated on the surface water drainage drawing, drawing number 14120-210, Rev C, updated in February 2018 and the agreed phasing programme. The details shall include the following:

1. Controlled discharge mechanism and limiting the surface water run-off to 5.0 l/s.
2. Location and details of discharge points into the new channel (as per the final configuration).
3. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth, any inlet and outlet features including any connecting pipe runs and supporting calculations.
4. Details of all existing connections to the final configuration of the ordinary watercourse.

The scheme shall be fully implemented and subsequently maintained, 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.

#### 9. Contaminated Land

Prior to the determination of any reserved matters application for any individual phase of development the applicant shall submit for approval a scheme to deal with contamination of land/ground gas/controlled waters has been submitted to and approved in writing by the local planning authority. The scheme

shall include all of the following measures, unless the local planning authority dispenses with any such requirement specifically in writing:

1. A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175: 2011 Investigation of Potentially Contaminated Sites – Code of Practice.
2. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.
3. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.
4. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.
5. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included,

together with the necessary documentation detailing what waste materials have been removed from the site.

REASON: To protect the health of future occupiers of the site from any possible effects of contaminated land, in accordance with local planning policy.

### Informatives

1. The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained

(<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-ourproperty- and-our-code-of-practice>)

2. The applicant/developer is advised that any encroachment or access onto the towpath or the River Stort requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young ([jonathan.young@canalrivertrust.org.uk](mailto:jonathan.young@canalrivertrust.org.uk)) regarding the required access agreement.

3. Environmental Impact from Construction/Demolition Sites

The applicant should take all relevant precautions to minimise the potential for disturbance to the occupiers of neighbouring properties in terms of noise and dust during the demolition and construction phases of the development. This should include not working outside the hours of 08.00 to 18.00hrs on Monday to Friday, 08.00hrs to 13.00hrs on Saturdays, nor at any time on Sundays, Bank or Public Holidays. The advising of neighbours and publication of a hotline in advance of any works is highly recommended. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be

received. For further information please contact the Environmental Health Service.

4. Contaminated land

If during any site investigation, excavation, engineering or construction works evidence of any unexpected land contamination be identified, the applicant shall notify the Environmental Health Team without delay. Any land contamination identified, shall be remediated to the satisfaction of the Local Authority to ensure that the site is made suitable for its end use. You are reminded that the responsibility for safe development rests with the owner and/or developer.

5. Lighting scheme

The lighting scheme should comply with the Institution of Lighting Professionals Guidance Note for the reduction of obtrusive light 2011 (or later versions). It should be designed so that it is the minimum needed for security and operational processes and be installed to minimise potential

6. Any works proposed to be carried out that may affect the flow within an ordinary watercourse will require the prior written consent from the Lead Local Flood Authority under Section 23 of the Land Drainage Act 1991. This includes any permanent and or temporary works regardless of any planning permission

Summary of Reasons for Decision