

DEVELOPMENT MANAGEMENT COMMITTEE – 5 APRIL 2023

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| Application Number | 3/22/2200/FUL |
| Proposal | Redevelopment of the site to provide industrial units (Use Classes E(g)iii and/or B2 and/or B8) and associated works including vehicle parking, ancillary structures and landscaping |
| Location | Land and Buildings at Hertford Industrial Estate, Caxton Hill, Hertford, SG13 7NE |
| Parish | Hertford Town Council |
| Ward | Hertford Castle |

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| Date of Registration of Application | 27 th October 2022 |
| Target Determination Date | 26 th January 2023 |
| Reason for Committee Report | Major |
| Case Officer | Diane Verona |

RECOMMENDATION

That planning permission is **GRANTED**, subject the conditions set out at the end of this report and subject to a Section 106 legal agreement.

1.0 Summary of Proposal and Main Issues

1.1 This is a full planning application which seeks planning permission for the redevelopment of the site to provide industrial units (Use Classes E(g)iii and/or B2 and/or B8) and associated works including vehicle parking, ancillary structures and landscaping.

1.2 The main considerations in the determination of the application are:

- Whether the proposed uses are acceptable in principle.
- Whether the proposed development will provide satisfactory arrangements for pedestrian and vehicular access, a

satisfactory level of car and cycle parking and has an acceptable impact on the local highway network.

- Whether the proposed development will provide an appropriate layout (which adequately addresses climate change), scale and appearance (including landscaping) and satisfactorily addresses flood risk and biodiversity net gain requirements.
- Whether the proposed development would have an acceptable impact on neighbouring amenity.
- Whether overall, this is a sustainable form of development that is appropriate at this site, having regard to policies in the East Herts District Plan 2018, and the National Planning Policy Framework 2021.

2.0 Site Description

- 2.1 The application site measures approximately 3.88 ha and comprises a collection of industrial units at Hertford Industrial Estate. It is accessible from Caxton Hill, off Ware Road (the A119).
- 2.2 The subject site comprises commercial buildings that provide in excess of 12,000 sq. metres of floorspace within use classes B1, B2, B8 and sui generis use. There are 26 units at the site, with a number of the units being vacant. Accessibility to the site is constrained; being provided via Caxton Hill Road; through a predominantly residential area onto the A119 (Ware Road). In addition, cycle and pedestrian access (only) is available via the surface.
- 2.3 Business Park. Access to the A414 Foxholes roundabout through the Foxholes Business Park is currently prevented by a fixed barrier between Caxton Hill and John Tate Road.
- 2.4 The majority of the existing site features a number of units that are accessed from the section of Caxton Hill that runs west to east;

there is also a collection of units at the north eastern end of the site that measure between 5-6 metres in height and are accessed from the section of Caxton Hill that runs north to south.

- 2.5 The site is an established employment use. The existing units were constructed during the 1960s and have historically been used for a range of industrial type uses including workshops and warehouses. The site provides a significant amount of surface level car parking to serve the existing industrial units and currently provides a total of 105 car parking spaces for staff and visitors.
- 2.6 The existing buildings are located adjacent to the larger scale Fluorocarbon buildings (to the north east) which feature three separate buildings fronting the site entrance at Caxton Hill. The adjacent Fluorocarbon buildings are of a more significant scale, when considering the level changes across the site.
- 2.7 There are a number of trees that are protected by a Tree Preservation Order (TPO) located along the site's southern boundary (reference TPO 278 03/1988).

3.0 Planning History

- 3.1 The following planning history is of relevance to this proposal:

| Application Number | Proposal | Decision | Date |
|--------------------|---|---|------------|
| 3/22/1626/DEM | Demolition of buildings | Prior Approval Required/Grant with Conditions | 25.08.2022 |
| 3/22/1906/CLPO | Replacement of roof, walls, re-cladding and replacement of windows and doors to | Grant Certificate of Proposed Development | 17.11.2022 |

| | | | |
|---------------|---|-------------------|------------|
| | buildings FC1 and FC2 | | |
| X/22/0379/CND | Discharge condition 3 (Demolition Method Statement / Construction Management template) attached to 3/22/1626/DEM. | Discharge in Full | 22.11.2022 |

It is noted that there have been numerous older applications for individual units within the site from the 1970's through to the early 2000's with regard to their use at that time

4.0 **Main Policy Issues**

4.1 The main policy issues relate to the relevant planning policies in the East Herts District Plan 2018 and the National Planning Policy Framework 2021 (NPPF) as set out below:

| Main Issue | NPPF | East Herts District Plan |
|--|------------------------|--|
| Principle of Development | Chapter 2, 4, 6, 7, 11 | INT1, DPS1, DPS2, DEL1, DES1, ED1 HERT6 |
| Layout, Scale, Appearance, Landscaping | Chapter 8, 11, 12, 15 | DES1, DES3, DES4, DES5, NE3, |
| Highway Impacts | Chapter 9 | TRA1, TRA2, TRA3, |
| Impact on Amenity | Chapter 4, 12 | DES2, DES3, DES4, EQ1, EQ2, EQ3, EQ4 |
| Energy, Sustainability and Drainage | Chapter 14 | CC1, CC2, WAT4, WAT5, WAT6 |

Other relevant issues are referred to in the 'Consideration of Issues' section below.

5.0 Summary of Consultee Responses

- 5.1 HCC Highway Authority - The applicant has subsequently revised their proposals to include the bollards/barrier shown on 5076 SK 1101 Rev A. The detailed design and maintenance of the bollards/ barriers is subject to Condition and will facilitate the construction of the development and the opening of the units 5-11 and 13-16.

In order to facilitate the occupation of unit 12 of the proposed development and improve sustainable access to the proposals site in line with LTP4 the applicant has offered through their revised supporting Transport Assessment (TA, 09 February 23) to relocate the existing mobility filter to Caxton Hill "This barrier is proposed to be secured through a Grampian condition". The revised TA (09 February 2023) also addressed the substantial inadequacies of the previous documents and therefore HCC Highways DM withdraw their holding objection subject to securing conditions and financial contributions.

- 5.2 Lead Local Flood Authority – Raised objections based around the rate of discharge of water from the site and other concerns with the surface water drainage strategy. An updated drainage strategy has been submitted which is being considered by the Lead Local Flood Authority.
- 5.3 Affinity Water – Confirmed they had no comments to make on the proposals.
- 5.4 EHDC Conservation and Urban Design Advisor – No objection subject to conditions.
- 5.5 EHDC Landscape Officer – No objections.

- 5.6 EHDC Environmental Health Noise and Nuisance – No further objection subject to conditions should planning permission be forthcoming
- 5.7 EHDC Environmental Health Contaminated Land/Air Quality – Object as not able to comment fully on air quality impacts until highways has agreed the transport assessment inputs. Conditions recommended to address contamination and air quality.
- 5.8 HCC Minerals and Waste – No objection subject to condition.

(Note: EHDC, East Herts District Council; HCC, Hertfordshire County Council)

6.0 Town/Parish Council Representations

- 6.1 Hertford Town Council are in favour of this site being retained and redeveloped for industrial units.
- 6.2 They were pleased with the proposed new access for lorries from John Tate Road but concerned about misuse of the road as a shortcut to avoid traffic congestion unless some measures are put in place to prevent this.
- 6.3 They noted that as heavy goods vehicles will be using John Tate Road, they would like to see a safe walking route provided from the well-used informal path from Kingsmead to London Road.
- 6.4 They would like more detail provided on sustainability of the site such as inclusion of solar photovoltaic panels and insulation.

7.0 Summary of Other Representations

- 7.1 47 responses have been received with 5 being neutral, 9 objecting and 33 supporting the proposals.
- 7.2 The 9 written representations objected to the proposal on the following grounds:

- Long traffic jams at the John Tate roundabout especially commuter times block access to our homes in Balls Park.
- The access on John Tate Road will increase the volume of traffic substantially. There is already a number of parked cars which is hazardous. At a minimum the entrance road needs to be double yellow lined.
- Opening up the road to Caxton Hill will provide a new rat run for people to avoid the Gascoyne Way round about.
- Access along John Tate Road to Caxton Hill is already full of parked cars making it difficult for any vehicle to get through particularly HGVs. It is simply not big enough to take extra traffic.
- There are people working on the estate and children walk through twice a day to get to school, and their parents often park on the estate to drop them off. This is not compatible with the traffic that will be generated by the development.
- Will result in more traffic into and out of town on the already congested London Road.
- Caxton Hill already has a designated access which should be utilised to keep traffic out of the town centre roads.
- Large vehicles already try to find short cuts through Hertford and a primary access through John Tate Road to Caxton Hill will mean additional traffic trying to find a way through.
- Part of the Planning Application involves the development of land over which a resident has full vehicular right of way.
- Vehicular traffic and parking are already an issue, the proposed development would significantly add to the problem. Access

from John Tate Road onto the A414 is poor and often results in queues, especially at rush hour in the evenings.

7.3 It is noted that the application site does not lie within but adjoins the Kingsmead Neighbourhood Plan (KNP) to the north east and south west boundaries. The Chair of the Kingsmead Neighbourhood Plan objects to the application summarised as follows: -

- The KNP has two important policies on active travel: HKTP1 and HKTP2. HKTP1 is primarily concerned with increasing the number, connectivity and ease of use of walking paths while HKTP2 deals with the same aims for cycle paths.
- Concerns raised over any access from Ware Road being used.
- In favour of John Tate Road being the main access to the site.
- Concerns raised in regard to local wildlife should excessive external lighting be used.
- Opportunity to increase access to the site from public transport, additions to local bus routes and railway station access.

7.4 33 letters have been received in support of the proposal that welcome the regeneration of a derelict site and that it is to be retained for employment purposes which will provide a great number of job opportunities that will be available for people in the locality. In addition, the opening of access from John Tate Road as the main commercial access to the site is also welcomed together with the increased pedestrian access through the site and the proposed landscaping on the boundaries.

8.0 Consideration of Issues

Principle of Development

- 8.1 The East Herts District Plan 2018 looks to guide development. The application site lies within the built up area of Hertford and Policy DPS2 (The Development Strategy 2011-2033) of the East Herts District Plan outlines that the strategy of the Plan is to deliver sustainable development in accordance with a hierarchy of sites. In this regard, preference is given to sites within the urban areas of Bishop's Stortford, Buntingford, Hertford, Sawbridgeworth and Ware. As this is a site in Hertford and in a sustainable location, the proposal accords with policy DPS2.
- 8.2 The site currently provides a low level of jobs due to a combination of factors including the overall condition of the units which are generally poor and clearly in need of upgrading, constrained accessibility and the vacancy rate at the site.
- 8.3 Notwithstanding the above, the site is situated in a designated Employment Area (a) Caxton Hill as outlined by Policy HERT6 in the East Herts District Plan 2018.
- 8.4 The proposed development site is principally governed by Policy HERT6 however, Policy ED1 is also relevant which states:

Within designated Employment Areas (as defined on the Policies Map), land is allocated for industry, comprising Use Classes B1 (Business), B2 (General Industrial) and where well related to the primary road network, B8 (Storage and Distribution).

The provision of new employment uses will be supported in principle, where they are in a suitable location where access can be achieved by a choice of sustainable transport and do not conflict with other policies within this Plan. New employment floorspace should be of a flexible design, able to respond to the changing needs of small and growing enterprises, be energy efficient in construction and operation (in accordance with the Council's Design and Landscape, and Climate Change policies in Chapters 17 and 22) and have fully integrated

communications technology, in line with Policy ED3 Communications Infrastructure.

- 8.5 The proposal is for the redevelopment of the site to provide office, commercial and industrial floorspace and so accords with the above policies and is acceptable in principle.

Design layout, landscape, character and appearance

- 8.6 Policy DES3 of the East Herts District Plan 2018 states that development proposals must demonstrate how they will retain, protect and enhance existing landscape features which are of amenity and/or biodiversity value, in order to ensure that there is no net loss of such features. Where losses are unavoidable and justified by other material considerations, compensatory planting or habitat creation will be sought either within or outside the development site. Replacement planting schemes should comprise mature, native species appropriate to the local conditions and landscape character, supported by a monitoring and replacement programme.
- 8.7 Policy DES4 of the East Herts District Plan 2018 states that all development proposals, including extensions to existing buildings, must be of a high standard of design and layout to reflect and promote local distinctiveness. Proposals will be expected to:
- (a) *Make the best possible use of the available land by respecting or improving upon the character of the site and the surrounding area, in terms of its scale, height, massing (volume, shape), orientation, siting, layout, density, building materials (colour, texture), landscaping, environmental assets, and design features, having due regard to the design opportunities and constraints of a site;*
 - (b) *Incorporate homes, buildings and neighbourhoods that are flexible to future adaptation, including the changing needs of occupants and users, and changes in wider employment and social trends.*

- 8.8 The proposal would comprise 9 two storey units providing a mix of warehouse facilities on the ground floor with a dedicated office space on the first floor. The terrace of three large industrial units (9, 10 and 11) would have an eaves height of 12 metres. The remaining units (5, 6, 7, 8, 12 and 16) would have an eaves height of 8 metres. The total amount of additional floorspace over and above that which currently exists (12,651 sqm) would equate to approximately 2,297 sqm giving an overall total Gross Internal Area (GIA) of 14,948 sqm.
- 8.9 Materials to be used in the construction of the proposed units would include corrugated wall cladding, steel portal flashing, curtain wall glazing, metal entrance canopy and glazed entrance doors.
- 8.10 Pre Application advice was requested prior to the submission of the application and the Council's Conservation and Urban Design Officer raised a number of issues in regard to the design which have been fully addressed as part of the submitted proposals. The scheme is considered to be of a scale and layout which is appropriate to the commercial character of the area. The buildings are designed as modern commercial units generally of corrugated metal in a variety of colours. The exact specification of the materials or colours has not been included and so a condition is recommended to secure their details. Subject to this condition, the design and appearance is considered to be acceptable.
- 8.11 The Council's Landscape Officer initially raised some concerns, however amended landscape proposals were submitted to address these. The amount of soft landscaping has been improved within and around the edges of the site and conditions are recommended to ensure the delivery of these.

Transport considerations

- 8.12 Chapter 9 of the NPPF seeks to promote sustainable transport; this includes ensuring that opportunities to promote walking, cycling and public transport use are identified and pursued.

- 8.13 Paragraph 105 of the NPPF encourages the location of significant development in locations that either are or can be made sustainable through limiting the need to travel. Paragraph 110 of the NPPF requires, amongst other things, that consideration is given to ensuring that safe and suitable access to the site can be achieved for all users and that any significant impact from the development on the transport network (capacity and congestion) or on highway safety can be cost effectively mitigated to an acceptable degree.
- 8.14 Paragraph 111 of the NPPF advises that development should only be refused on transport grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts of development would be severe.
- 8.15 Policy TRA1 of the East Herts District Plan states that to achieve accessibility improvements and promotion of sustainable transport in the district, development proposals should:
- (a) *Primarily be located in places which enable sustainable journeys to be made to key services and facilities to help aid carbon emission reduction;*
 - (b) *Where relevant, take account of the provisions of the Local Transport Plan;*
 - (c) *Ensure that a range of sustainable transport options are available to occupants or users, which may involve the improvement of pedestrian links, cycle paths, passenger transport network (including bus and/or rail facilities) and community transport initiatives. These improvements could include the creation of new routes, services and facilities or extensions to existing infrastructure and which may incorporate off-site mitigation, as appropriate. In suitable cases the provision of footways and cycle paths alongside navigable waterways may be sought, along with new moorings, where appropriate. The implementation of car sharing schemes should also be considered;*

- (d) *Ensure that site layouts prioritise the provision of modes of transport other than the car (particularly walking, cycling and, where appropriate, passenger transport) which, where feasible, should provide easy and direct access to key services and facilities;*
- (e) *In the construction of major schemes, allow for the early implementation of sustainable travel infrastructure or initiatives that influence behaviour to enable green travel patterns to become established from the outset of occupation;*
- (f) *Protect existing rights of way, cycling and equestrian routes (including both designated and non-designated routes and, where there is evidence of regular public usage, informal provision) and, should diversion prove unavoidable, provide suitable, appealing replacement routes to equal or enhanced standards; and*
- (g) *Ensure that provision for the long-term maintenance of any of the above measures (c) (d) and (f) that are implemented is assured*

Where appropriate, contributions may be required towards the facilitation of strategic transportation schemes identified in the Local Transport Plan and other related strategies.

In order to minimise the impact of travel on local air quality in accordance with Policy EQ4 (Air Quality), where major developments involve the introduction of new bus routes or significant changes to existing routes, service providers should work with Hertfordshire County Council's Transport, Access and Safety Unit to secure optimal solutions.

- 8.16 Policy TRA2 of the East Herts District Plan states that development proposals should ensure that safe and suitable access can be achieved for all users. Site layouts, access proposals and any measures designed to mitigate trip generation produced by the development should: (a) Be acceptable in highway safety terms; (b) Not result in any severe residual cumulative impact; and (c) Not have a significant detrimental effect on the character of the local environment

- 8.17 Policy TRA3 of the East Herts District Plan states that vehicle parking provision associated with development proposals will be assessed on a site-specific basis and should take into account the provisions of the District Council's currently adopted Supplementary Planning Document 'Vehicle Parking Provision at New Development'.
- 8.18 Provision of sufficient secure, covered and waterproof cycle and, where appropriate, powered two-wheeler storage facilities should be made for users of developments (to be determined on a site-specific basis). These should be positioned in easily observed and accessible locations.
- 8.19 Car parking should be integrated as a key element of design in development layouts to ensure good quality, safe, secure and attractive environments.
- 8.20 Where a private car park for non-domestic use is proposed, the Council will assess whether it should also be available for shared public use having particular regard to the needs of the primary user.
- 8.21 Following an initial consultation with HCC Highways an amended Transport Assessment has been submitted to address issues and concerns raised.
- 8.22 The proposed development will be accessed primarily from John Tate Road to the south. The John Tate Road access is considered to be capable of accommodating the numbers and types of vehicles which the proposed development would generate and was designed as a road to a commercial area.
- 8.23 This would require the removal of the existing barriers or modal filter which separates John Tate Road from Caxton Hill. Without such a barrier, this would open up a through route for traffic between Ware Road and London Road which would have significantly detrimental impact on traffic flows in this part of Hertford. Extensive discussions have been had regarding alternative locations for barriers to ensure that this does not occur. The County Highway Authority have suggested a barrier location on the north-south

section of Caxton Hill. This would however be outside the application site and on land in 3rd party ownership which is not the public highway. It would also have significant impacts on other traffic flows including potentially requiring existing residential units to access the highway network through the industrial estate. Similarly, retaining the modal filter in its current location would require all of the site traffic to come via Caxton Hill which would significantly affect the commercial success of the units and exacerbate a current poor highway situation.

- 8.24 The applicant's have amended the scheme to address the above concerns and have proposed two sets of bollards, one on the edge of the planning application site on land which they own at the southern end of the north-south access from Caxton Road, and the other between the application site and the Fluorocarbon site to the north. This arrangement would allow the proposed scheme (save for unit 12) to be accessed and serviced from John Tate Road, which provides satisfactory access. Unit 12 and the Fluorocarbon site would be accessed to the north from Caxton Hill which is the current arrangement.
- 8.25 Both sets of bollards would be permanently fixed and so would only allow access to pedestrians and cyclists.
- 8.26 If the modal filters are installed in such a way that they prevent vehicular traffic from moving from Caxton Hill to John Tate Road, they would prevent the creation of a "rat run" and the highways impact of the development would be acceptable. Ideally such barriers or modal filters would be located on the public highway but the road network in this location is private. As such, conditions are recommended to secure the detailed design of them and a condition requiring that no units within the development are occupied unless the bollards are in place and working (i.e. preventing motor vehicles).
- 8.27 The highway authority have requested other conditions and obligations to ensure the delivery of improvements to the access to the site from John Tate Road. Therefore, subject to the Grampian

condition and legal agreement, the proposals are now in line with the HCC Local Transport Plan (LTP) 4 (May 2018) and other policies both local and nationally aimed at promoting sustainable development.

- 8.28 The plans show that the proposed units would provide warehouse facilities together with a dedicated office space at first floor level. The total number of parking spaces to be provided will be 217 including the provision of dedicated EVP spaces and parking for people with disabilities together with 76 cycle spaces. The parking space provision for each unit and the site in total is considered to be sufficient.
- 8.29 In order to encourage sustainable modes of transport, amended plans have been received which provide more space for pedestrians within the development and the amended arrangements allow pedestrians and cyclists to move through the site. Additionally, a Travel Plan would be secured by the legal agreement, with a contribution to ensure that its update is monitored.

Neighbour Amenity

- 8.30 Policy DES4 of the East Herts District Plan states that development should avoid significant detrimental impacts on the amenity of occupiers of neighbouring properties and land and ensure that their environments are not harmed by noise and disturbance or by inadequate daylight, privacy or overshadowing; (d) Incorporate high quality innovative design, new technologies and construction techniques, including zero or low carbon energy and water efficient, design and sustainable construction methods. Proposals for residential and commercial development should seek to make appropriate provision for high-speed broadband connectivity, ensuring that Fibre to the Premises (FTTP) is provided.
- 8.31 Due to the light industrial nature of the surrounding area and distance of the proposals to residential properties, it is not considered that the proposal would have any adverse impact on the amenities of the neighbouring properties (matters raised by

residents in relation to transport impacts are covered in the Transport section above).

Flood Risk and Drainage

- 8.32 Policies WAT1 of the East Herts District Plan states that the proposals should not increase flood risk elsewhere and should be safe from flooding.
- 8.33 Policy WAT5 of the East Herts District Plan states that development must utilise the most sustainable forms of drainage systems in accordance with the SUDS hierarchy unless there are practical engineering reasons for not doing so.
- 8.34 The Lead Local Flood Authority (LLFA) were consulted and following a review of the submitted documents, concluded that the information provided is not in accordance with NPPF and East Herts Planning Policies WAT1 and WAT5. As a result of this, they have objected on the basis of local flood risk and whether the development accords with policy.
- 8.35 Further information has subsequently been submitted to address these concerns and issues which the LLFA have not commented on. It would appear from the information submitted that the majority of concerns raised by the LLFA have been addressed or responded to, with the main area for disagreement being the discharge rate from the site. Policy and guidance requires this to be at a greenfield run-off rate, but the previously developed nature of site and the existing drainage situation is normally taken into account. The proposed strategy would approximately half the existing discharge rate although it would be significantly higher than the greenfield rate. The discharge rate could be reduced through the introduction of more subterranean storage, although it is noted that a significant area of subterranean storage is already included in the proposal. The applicant argues that their drainage strategy is acceptable due to the significant reduction in run-off rate and that additional storage is economically challenging.

- 8.36 Officers consider that the drainage strategy shows that the site can be drained and that it would be possible to achieve an adequate reduction in run off rates and address other issues outlined by the LLFA. As such, officers are satisfied that the detailed design and final discharge rates can be dealt with by condition.

Ecology and Biodiversity

- 8.37 Policy NE3 of the East Herts District Plan states that development should always seek to enhance biodiversity and to create opportunities for wildlife. Proposals must demonstrate how the development improves the biodiversity value of the site and surrounding environment.
- 8.38 A Biodiversity Net Gain Assessment report prepared by Delta Simons dated August 2022 which has been submitted with the application concludes that the development will achieve a net gain in biodiversity over 10%. The main contributor to this is the addition of new scrub, woodland, grassland, tree and hedgerow planting alongside retained areas of woodland.
- 8.39 An Ecological Impact Assessment report prepared by Delta Simons dated July 2022 has been submitted with the application and concludes that the habitats present on the site are widespread, in both a local and national context. The majority of those habitats with the greatest ecological value (i.e. the boundary trees) are to be retained within the development. Whilst there is likely to be a temporal delay in achieving the biodiversity objectives for the site (i.e. whilst new habitats become established), it is anticipated that in the long term there will be no significant residual effects on habitats or protected species resulting from the proposed development.
- 8.40 Two category B trees, seven category C trees and part of a group of category B trees would be removed to facilitate the proposal, with other tree work proposals also included in the scheme. A replacement planting scheme has been provided which sets out an improvement in biodiversity. This scheme includes the planting of at least 22 trees.

- 8.41 Both the Ecological and Biodiversity reports' recommendations and their aspects can be secured by condition should planning permission be granted.

Contaminated Land, Noise and Air Quality

- 8.42 Policy EQ1 of the East Herts District Plan states that the District Council will encourage the remediation of contaminated land to ensure that land is brought back into use, subject to the requirements of this policy.
- 8.43 The Council will require evidence, as part of any application, to show that unacceptable risks from contamination and land instability will be successfully addressed through remediation without undue environmental impact during and following the development. In particular, the developer shall carry out an adequate investigation to inform a risk assessment.
- 8.44 Where necessary, appropriate monitoring procedures to be undertaken prior, during and post remediation will be agreed with the developer/applicant. This should be set out in a verification report.
- 8.45 Policy EQ2 of the East Herts District Plan 2018 states that all development should be designed and operated in a way that minimises the direct and cumulative impact of noise on the surrounding environment. Particular consideration should be given to the proximity of noise sensitive uses, and in particular, the potential impact of development on human health.
- 8.46 The Council's Environmental Health Officer was reconsulted in regard to the noise element and now raises no objection subject to conditions
- 8.47 Policy EQ4 of the East Herts District Plan states that the effect of development upon air quality is a material consideration. All applications should take account of the Council's Air Quality

Planning Guidance Document, which details when an air quality assessment is required.

- 8.48 All development should take account of the Council's latest Air Quality Action Plan, local Air Quality Strategies, Local Transport Plans, as well as national air quality guidance and should include measures to minimise air quality impact at the design stage and should incorporate best practice in the design, construction and operation of all developments.
- 8.49 The Council's Environmental Health Officer was consulted and commented that the submitted Remediation and Verification Strategy by Delta Simmons dated August 2022 in regard to contaminated land is acceptable subject to a condition being attached to any grant of planning permission.
- 8.50 In addition, a revised Transport Assessment has been submitted and accepted by HCC Highways and demonstrates that the impacts of the development on air quality are compliant with Policy EQ4 of the East Herts District Plan 2018.

Climate change and sustainability

- 8.51 Paragraph 154 of the NPPF and Policy CC1 of the District Plan requires that development proposals introduce measures that address climate change.
- 8.52 Proposals should be designed in an energy efficient way that results in a reduction of carbon emissions. This will ensure that the highest standards of sustainable design and construction are achieved.
- 8.53 Policy CC1 of the East Herts District Plan states that all new development should:
- (a) Demonstrate how the design, materials, construction and operation of the development would minimise overheating in summer and reduce the need for heating in winter; and

- (b) Integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include appropriate tree planting, green roofs and walls, and soft landscaping.
- 8.54 Policy CC2 of the East Herts District Plan states that all new developments should demonstrate how carbon dioxide emissions will be minimised across the development site, taking account of all levels of the energy hierarchy. Achieving standards above and beyond the requirements of Building Regulations is encouraged.
- 8.55 Carbon reduction should be met on-site unless it can be demonstrated that this is not feasible or viable. In such cases effective offsetting measures to reduce on-site carbon emissions will be accepted as allowable solutions.
- 8.56 The energy embodied in construction materials should be reduced through re-use and recycling, where possible, of existing materials and the use of sustainable materials and local sourcing.
- 8.57 The application has been submitted with an Energy and Sustainability Statement Rev 003 prepared by Cudd Bentley Consulting Ltd. dated July 2022. This includes an Energy Strategy that may be adopted for the development involving the use of passive design and energy efficiency measures aimed at achieving the targets and recommendations set out by East Herts Council. The current energy strategy for the development includes the use of Air Source Heat Pumps (in the office areas). These measures can be secured by condition. Additionally, the applicant has stated that they are committed to providing a BREEAM "Excellent" scheme which includes sustainable design, construction and low energy measures.
- 8.58 The proposals are therefore considered to accord with the District Plan which generally seeks to achieve standards above the Building Control Regulations.

8.59 Responses to the comments have been addressed within the body of this report.

9.0 Planning Obligations

9.1 The following planning obligations are sought to support/mitigate the impacts of the development proposed:

9.2 HCC Highways operate two levels of mitigation agreements (Strand 1 and Strand 2). Strand 1 mitigation works being works that are directly required to unlock the development and solely the responsibility of the development. Strand 2 mitigation works being works that address the wider cumulative impact of the development for which the development isn't solely responsible for but does derive benefit from

9.3 In the first instance HCC would envisage that the agreed junction improvements and travel plan contributions are delivered via a Strand 1 Section 106 agreement. This includes the support fee for the aforementioned Travel Plan

9.4 In the second instance (Strand 2) HCC calculate an appropriate headline figure based on the findings of HCC's adopted Developers Planning Obligation Toolkit (2021) which they calculate at £229,568. This would be allocated to projects within HCC's South East Hertfordshire Growth and Transport Plan covering Hertford (Packages 1-6).

9.5 The applicant consider that the County Council have calculated the amount of the financial contribution under Strand 2 in error and this matter will be addressed in an addendum report to the Committee.

10.0 Planning Balance and Conclusion

- 10.1 A key objective of the planning system is to bring forward development that is appropriate and in the right place. This is made clear in the National Planning Policy Framework (NPPF), which states that there should be a presumption in favour of sustainable development.
- 10.2 The application has been fully assessed against both national and local policies and its impact on the surrounding area.
- 10.3 The redevelopment of the Hertford Industrial Estate will provide increased employment on a site within East Herts that is allocated as an Employment Area under Policy HERT6 of the East Herts District Plan. The proposed development is considered to accord with all relevant District Local Plan policies subject to any necessary mitigation being implemented as identified.

RECOMMENDATION

That planning permission be **GRANTED** subject to the conditions set out below and the satisfactory conclusion of a legal agreement.

Heads of Terms

- Travel Plan and Travel Plan monitoring fees
- Junction Improvements to junction with John Wade Road
- Financial Contribution of £229,568
- Legal and Monitoring Fees

Conditions

1. The development to which this permission relates shall be begun within a period of three years commencing on the date of this notice.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As Amended).

2. The development hereby approved shall be carried out in accordance with the approved plans listed at the end of this Decision Notice.

Reason: To ensure the development is carried out in accordance with the approved plans, drawings and specifications.

3. Prior to first occupation of the development being brought into use, a validation report detailing the proposed remediation works laid out in the approved Remediation and Verification Strategy by Delta Simmons dated August 2022 and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted to and approved in writing by the Local Planning Authority and 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 and 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.

Reason: To minimise and prevent pollution of the land and the water environment and in accordance with national planning policy guidance set out in section 11 of the National Planning Policy Framework, and in order to protect human health and the environment in accordance with policy EQ1 of the adopted East Herts District Plan 2018.

4. No development shall take place until a Site Waste Management Plan (SWMP) for the site has been submitted to the Local Planning Authority and approved in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste being produced on site and should contain information including estimated and actual types and amounts of waste removed from the site and where that waste is being taken to. The development shall be carried out in accordance with the approved SWMP.

Reason: To promote sustainable development and to ensure measures are in place to minimise waste generation and maximise the on-site and off-site reuse and recycling of waste materials, in accordance with Policy 12 of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document (2012).

5. Prior to the erection of above ground superstructure, details of the materials to be used on all external elevations and roof shall be submitted to and agreed in writing by the Council as local planning authority. The development shall be implemented in accordance with the agreed details and retained as such.

Reason: To ensure an acceptable form of development in accordance with policy DES4 of the East Herts District Plan 2018.

6. The rating level of noise emitted from all external fixed plant and equipment at the development hereby approved shall not exceed 10dB below the background noise level when measured or calculated at 1 metre from the façade of the nearest noise sensitive property. The measurements and assessment shall be made according to BS 4142:2014+A1:2019 '*Methods for rating and assessing industrial and commercial sound*' at the nearest and / or most affected noise sensitive premises, with all plant / equipment operating together at maximum capacity and inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics. Any mitigation measures implemented shall thereafter be permanently retained.

Reason: In order to ensure an adequate level of amenity for occupiers in the vicinity of the proposed development in accordance with Policy EQ2 Noise Pollution of the adopted East Herts District Plan 2018.

7. Best Practicable Means (BPM) shall be used in controlling dust emissions during all site preparation, demolition, construction and ancillary activities.

Reason: In order to ensure an adequate level of amenity for nearby residents in accordance with Policy EQ4 Air Quality of the adopted East Herts District Plan 2018.

8. In connection with all site preparation, demolition, construction and ancillary activities, working hours shall be restricted to 08:00 – 18:00 hours Monday to Friday, 08:00 – 13:00 hours on Saturdays, and not at all on Sundays or Bank/Public Holidays. Vehicles arriving at and leaving the site must do so within these working hours

Reason: In order to ensure an adequate level of amenity for nearby residents in accordance with Policy EQ2 Noise Pollution of the adopted East Herts District Plan 2018

9. All other waste materials and rubbish associated with construction shall be contained on site in appropriate containers which, when full, should be promptly removed to a licensed disposal site.

Reason: In order to ensure an adequate level of amenity for nearby residents in accordance with Policy EQ4 Air Quality of the adopted East Herts District Plan 2018.

10. External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals Guidance Note 01/20 'Guidance notes for the reduction of obtrusive light'. Lighting should be minimized and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Note.

Reason: In order to ensure an adequate level of amenity for the occupants of nearby properties in accordance with Policy EQ3 Light Pollution and DES4 Design of Development of the adopted East Herts District Plan 2018.

11. All hard and soft landscape works shall be carried out in accordance with the approved plans/details. Any trees or plants that within a

period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved designs, in accordance with policies DES3 and DES4 of the East Herts District Plan 2018.

12. All works shall be carried out in accordance with the approved details with regard to the Biodiversity Net Gain Assessment report prepared by Delta Simons dated August 2022 and the Ecological Impact Assessment report prepared by Delta Simons dated July 2022 which demonstrate the best endeavours to meet the expectations of the NPPF in achieving an overall net gain for biodiversity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure compliance with Policies DES3 and NE3 of the East Herts Local District Plan 2018

13. All works shall be carried out in accordance with the approved details with regard to the Energy and Sustainability Statement Rev 003 prepared by Cudd Bentley Consulting Ltd. dated July 2022 which outlines the adopted strategy for the development involving the use of passive design and energy efficiency measures to achieve the targets and recommendations as set out by the EHDC 2018, including the use of Air Source Heat Pumps (in the office areas) unless otherwise agreed in writing by the Local Planning Authority

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policies CC1 and CC2 of the East Herts District Plan.

14. All works shall be carried out in accordance with the arboricultural impact assessment ref 21-1360.05 prepared by Delta-Simons dated August 2022 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure trees are protected during construction in accordance with Policies DES3 of the East Herts Local District Plan 2018.

15. Prior to the erection of any above ground superstructure, details of habitat boxes/structures to be installed shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be installed prior to the first occupation of the unit they are to be installed on (or the nearest proposed unit) and maintained throughout the lifetime of the development, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To improve the biodiversity value of the site and surrounding environment, in accordance with policy NE3 of the East Herts District Plan 2018.

16. Prior to the erection of above ground superstructure, the detailed design of fixed mobility filters sited between Units 11 and 12 and between the application site and the "Fluorocarbon" site (shown on drawing 5076 SK 1101 rev B) shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Highway Authority. The design shall include but not be limited to:
- details of the specific mobility filters to be installed so as to permanently prevent vehicular movement through them.
 - the design and layout of the carriageway and any landscaping immediately around the mobility filters.
 - the provision of cycling and pedestrian routes through the mobility filters.
 - details of the maintenance and management of the mobility filters.

The agreed details shall be implemented as such prior to the first occupation of any unit on the site and thereafter retained in accordance with the agreed 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).

17. No units shall be occupied until the scheme of mobility filters required by condition 16 has been installed. The mobility filter and maintenance and management system referred to in condition 16 is required to be implemented in perpetuity to prevent passage by motor vehicle from John Tate Road to the north-south section of Caxton Hill or between the application site and the land edge blue on the submitted location plan (reference 00002 rev P6).

Reason: To ensure construction of a satisfactory development and that the scheme has an acceptable impact on the local highway network.

18. Prior to occupation, a BRE issued Refurbishment and Fit-Out Design Stage certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met. Where the Refurbishment and Fit-Out Certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policies CC1 and CC2 of the East Herts District Plan.

19. Prior to the commencement of above ground construction details shall be submitted and approved in writing by the Local Planning Authority detailing how the development and fitting out of the buildings will adapt to climate change demonstrating how carbon emissions will be minimised taking into account all levels of the energy hierarchy, together with details of water saving measures so that mains water consumption will meet a target of 110 litres per person per day. The details shall thereafter be implemented.

Reason: To adapt to climate change and provide for the efficient use of water resources in accordance with Policies CC1, CC2 and WAT4 of the East Herts District Plan 2018.

20. Prior to the first occupation / use of the development hereby permitted the vehicular access to the Foxholes Business Park shall be completed and thereafter retained as shown on drawing number (5076 SK 1101 Rev A) in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

21. Prior to the first use of the development hereby permitted, arrangement shall be made for surface water from the proposed development to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To avoid the carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

22. Prior to the first occupation / use of the development hereby permitted the proposed access arrangements/onsite car, electric vehicle and cycle parking / servicing / loading, unloading / turning /waiting area shall be implemented in accordance with the approved drawing number (5076 SK 1101 Rev A) and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

23. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan / Statement 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.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire’s Local Transport Plan (adopted 2018).

24. At least 3 months prior to the first occupation / use of the approved development a detailed Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. The approved Travel Plan shall be implemented in accordance with the timetable and target contained in therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire’s Local Transport Plan (adopted 2018).

25. No development shall commence until 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. The monitoring programme shall be implemented as agreed.

Reason: To ensure that agreed traffic levels are not breached and thus highway network is adequate to cater for the development proposed to be in accordance with Policies 5 and 12 of Hertfordshire’s Local Transport Plan (adopted 2018).

Plans

| Plan Ref | Received |
|---------------------------------|-------------------------------|
| 5076 CA 00 ZZ DR A 00150 REV P5 | 19 th October 2022 |

| | |
|------------------------------------|-------------------------------|
| 5076 CA 00 ZZ DR A 00151 REV P5 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00152 REV P2 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00153 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00007 REV P4 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00008 REV P4 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00009 REV P2 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00010 REV P2 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00011 REV P2 | 19 th October 2022 |
| 1234 CA 00 ZZ DR A 00018 REV P3 | 19 th October 2022 |
| 1234 CA 00 ZZ DR A 00019 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00020 REV P3 | 19 th October 2022 |
| 1234 CA 00 ZZ DR A 00021 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00202 REV P4 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00203 REV P5 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00100 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00101 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00102 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00103 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00104 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00105 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00106 REV P3 | 19 th October 2022 |
| 5076 CA 00 ZZ DR A 00107 REV P3 | 19 th October 2022 |
| 5076 CA 00 RL DR A 0102 REV P4 | 19 th October 2022 |
| 5076 CA 00 00 DR A 00058 REV P14 | 19 th October 2022 |
| 5076 CA 00 00 DR A 00002 REV P6 | 19 th October 2022 |
| 5076 CA 00 00 DR A 00001 REV P7 | 19 th October 2022 |
| 5076 CA 00 00 DR A 00200 REV P5 | 19 th October 2022 |
| 5076 CA 00 00 DR A 00201 REV P5 | 19 th October 2022 |
| 22-071-SK-01 REV E (Amended) | 2 nd March 2023 |
| 22-071-SK-02 REV D (Amended) | 2 nd March 2023 |
| 22-071-SK-03 REV D (Amended) | 2 nd March 2023 |
| 220317-PIN-XX-XX-DR-C-02350-S2-PO2 | 13 th March 2023 |

| | |
|------------------------------------|-----------------------------|
| 220317-PIN-XX-XX-DR-C-02351-S2-PO2 | 13 th March 2023 |
| 220317-PIN-XX-XX-DR-C-02021-PO5 | 15 th March 2023 |
| 220317-PIN-XX-XX-DR-C-02022-PO3 | 15 th March 2023 |
| 220317-PIN-XX-XX-DR-C-02023-PO2 | 15 th March 2023 |
| 220317-PIN-XX-XX-DR-C-02027-PO2 | 15 th March 2023 |
| 220317-PIN-XX-XX-DR-C-02028-PO2 | 15 th March 2023 |
| 220317-PIN-XX-XX-DR-C-02029-PO2 | 15 th March 2023 |
| 5076 SK 1101 B | 24 th March 2023 |

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. East Herts Council has considered the applicant's proposal in a positive and proactive manner with regard to the policies of the Development Plan and any relevant material considerations. The balance of the considerations is that permission should be granted.
3. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

4. **Obstruction of highway:** It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
5. **Debris and deposits on the highway:** It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.
6. **Avoidance of surface water discharge onto the highway:** The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.
7. **Roads to remain private:** The applicant is advised that all new roads access routes marked on the submitted plans associated with this development will remain unadopted (and shall not be maintained at

public expense by the highway authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.

8. Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>
9. Abnormal loads and importation of construction equipment (i.e. large loads with: a width greater than 2.9m; rigid length of more than 18.65m or weight of 44,000kg - commonly applicable to cranes, piling machines etc.): The applicant is directed to ensure that operators conform to the provisions of The Road Vehicles (Authorisation of Special Types) (General) Order 2003 in ensuring that the Highway Authority is provided with notice of such movements, and that appropriate indemnity is offered to the Highway Authority. Further information is available via the Government website:
www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms or by telephoning 0300 1234047.
10. Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be

required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> OR by emailing travelplans@hertfordshire.gov.uk

KEY DATA

Non-Residential Development

| Use Type | Floorspace (sqm) |
|--------------------------------|--------------------------|
| Business Park – mixed B1/B2/B8 | 14,948 (GIA) 15761 (GFA) |

Non-residential Vehicle Parking Provision

| Use type | Standard | Spaces required |
|--------------------------------|--------------------|-----------------|
| Business Park – mixed B1/B2/B8 | 1 space per 40 sqm | 394 |
| Total required | | 394 |
| Total provided | | 217 |