

Part I

Main author: Raymond Lee

Executive Member: Councillor S. Boulton
Handside

WELWYN HATFIELD BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE – 28 JULY 2022
REPORT OF THE CORPORATE DIRECTOR (PUBLIC PROTECTION, PLANNING
AND GOVERNANCE)

6/2021/2991/FULL

22 PARKWAY WELWYN GARDEN CITY WELWYN AL8 6HG

CHANGE OF USE OF GROUND FLOOR FROM A LEARNING WORKSHOP
PROVIDING EDUCATION, TRAINING AND ASSOCIATED SERVICE (CLASS F1) TO
OFFICE (CLASS E).

APPLICANT: SELECT ENTERPRISES LTD

1 Site Description

- 1.1 The application site (No.22 Parkway) comprises a large detached two storey property located on the western side of Parkway. The property is adjacent to an area of open space and occupies a prominent position within this area of Parkway. Originally built as a house, the building has been extended in the past with a part single and part two storey extension on the rear elevation. The rear of the site is largely covered in hardstanding and set out as a car park with assorted tree and shrub planting around the boundaries of the site. Access to the rear car park area is to the northern side of the main building and passes through a pitched roof structure which appears to have once been a garage. The site has been vacant for a number of years and has been enclosed with security fencing with window and doors secured against potential break-in.
- 1.2 The application site directly adjoins a doctor's surgery to the north, a formal area of open space comprising the Reiss Memorial Garden to the south, the Asquith House care home and associated garden to the west and the open gardens and boulevard of Parkway to the east.

2 The Proposal

- 2.1 Planning permission is sought for the change of use of the ground floor from a learning workshop (Class F1) to Office (Class E). The application site measures approximately 886sqm, with the ground floor of the building measuring approximately 189sqm in floor area.
- 2.2 It is noted that planning permission was granted in August 2001 under application ref: N6/2001/0662/FP for the change of use of the ground floor of the building to a learning workshop, to provide education, training and associated services. It is understood that the first and second floor levels had remained in office use.

3 Reason for Committee Consideration

3.1 This application is presented to the Development Management Committee because the application was called-in by Cllr Fiona Thomson in December 2021 for the following reasons:

- *The current application is unclear and has wider ramifications of more than just local interest, including concerns regarding the impact on the amenity of the area and to residents.*

4 Relevant Planning History

- 4.1 Application Number: E/1964/0960/
Decision: Granted
Decision Date: 26 May 1964
Proposal: Part use of ground floor as meeting room
- 4.2 Application Number: N6/1977/0213/
Decision: Granted
Decision Date: 11 August 1977
Proposal: Use of ground and first floor as offices and second floor as flat
- 4.3 Application Number: N6/1990/0594/FP
Decision: Granted
Decision Date: 29 September 1990
Proposal: Change of Use of second floor from residential to office use, single storey and three storey rear extension and formation of new car park
- 4.4 Application Number: N6/1990/0958/FP
Decision: Refused
Decision Date: 18 January 1991
Proposal: Change of use of second floor from residential to office use, single and three storey rear extension and formation of new car park
- 4.5 Application Number: N6/1991/0893/FP
Decision: Granted
Decision Date: 16 January 1992
Proposal: Single and three storey extensions and associated parking
- 4.6 Application Number: N6/1998/0247/FP
Decision: Granted
Decision Date: 14 April 1998
Proposal: Erection of single storey and three storey extensions and associated car parking
- 4.7 Application Number: N6/1998/0835/FP
Decision: Granted
Decision Date: 15 March 1999
Proposal: Erection of single storey and three storey extension to office building, together with provision of 14 No. parking spaces
- 4.8 Application Number: N6/2001/0662/FP
Decision: Granted
Decision Date: 06 August 2001

Proposal: CHANGE OF USE OF GROUND FLOOR TO A LEARNING WORKSHOP, TO PROVIDE EDUCATION, TRAINING AND ASSOCIATED SERVICES

- 4.9 Application Number: N6/2011/2220/FP
Decision: Granted
Decision Date: 29 November 2011
Proposal: Rearrangement and extension to existing car parking
- 4.10 Application Number: N6/2015/0895/FP
Decision: Refused
Decision Date: 06 November 2015
Proposal: Change of use from offices (B1) to public house (A4) and rear one and two storey extensions
- 4.11 Application Number: 6/2016/0868/FULL
Decision: Refused
Decision Date: 22 August 2016
Proposal: Change of use from offices (B1) to public house (A4) and erection of rear single and two storey extensions
- 4.12 Application Number: 6/2018/1881/FULL
Decision: Refused
Decision Date: 09 November 2018
Proposal: Change of use from offices (B1) to hotel (C1) and erection of single storey rear extension
- 4.13 Application Number: 6/2021/1842/LAWP
Decision: Withdrawn
Decision Date: 28 September 2021
Proposal: Certificate of lawfulness for change of use from offices (old Class B1, now Class E(g)) to children's day nursery (Class E(f)).
- 4.14 Application Number: 6/2021/2062/FULL
Decision: Withdrawn
Decision Date: 20 October 2021
Proposal: Erection of a single storey side extension, alterations to windows and doors, erection of privacy screens to create first floor terraces, part demolition of existing roofed structure adjacent to No 20.
- 4.15 Application Number: 6/2021/2819/FULL
Decision: Granted
Decision Date: 25 February 2022
Proposal: Erection of a single storey rear extension, alterations to fenestrations.

5 Relevant Planning Policy

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

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

6 Site Designation

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

7 Representations Received

- 7.1 The application was advertised by means of neighbour notification letters and a site notice. A total of 66 representations have been received, 63 of which object to the development and 3 in support. All representations received are published in full on the Council's website and are summarised below:

7.2 Objections

- Limited details provided on proposal
- Class E allows a broad range of uses some of which are not acceptable at 22 Parkway including the retail sale of goods and the sale of food and drinks consumption on the premises which was previously refused
- Granting Class E use in its entirety will promote desecration of the town centre's zoning which maintains its unique character.
- Some uses permitted under Class E would be detrimental to the amenities of the surrounding properties and residents
- Allowing unlimited retail and similar uses as proposed would change the nature of the area
- Proposal may set a precedence for other adjacent properties, detrimentally changing the character of this part of Parkway
- The property should ideally revert back to a house and should not be developed for commercial use
- Currently no retail activities are permitted on the west side in any property, a separation that needs to be maintained.
- Conditions are required to exclude certain sections of Class E

7.3 Support

- Proposal would bring back into use a vacant building which is in much needed restoration and repair
- Proposal will contribute towards the viability of the town centre

8 Consultations Received

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

- Hertfordshire County Council - Transport Programmes and Strategy
- WHBC Public Health and Protection
- The Gardens Trust

Concerns were raised by:

- Conservation Officer
- WGC Society

8.2 The Gardens Trust did not wish to make any comments on the application.

9 Analysis

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

- 1. Principle of development**
- 2. Quality of design and impact upon Heritage Assets**
- 2. Residential amenity**
- 3. Highways and parking considerations**
- 4. Landscaping**
- 5. Refuse and recycling**

1. Principle of the development

9.2 District Plan Policy SD1 states that development will be permitted where it can be demonstrated that the principles of sustainable development are satisfied and that they will accord with the objectives and policies of the District Plan; Policy R1 states that in order to make the best use of land in the district, the Council will require development to take place on land which has been previously used or developed. Policy GBSP2 of the adopted District Plan directs new development to existing towns and settlements where new development may be considered to be more sustainable. These objectives are consistent with Policy SP1 of the Draft Local Plan Proposed Submission August 2016 and the National Planning Policy Framework (NPPF) which supports the development of under-utilised land and buildings (para.120) and the efficient use of land (para.124).

9.3 It is important to note that the application site is located within the town centre boundary but outside the Core Retail Zone. The properties on the western side of Parkway and on the southern side of Church Road contain mixed commercial, leisure, cultural, community and civic uses. These areas serve to reinforce the vitality and viability of the town centre, complement its shopping function and help to reduce the need to travel by enabling linked trips and providing important facilities where they are accessible. They also act as a buffer between the retail core and the residential areas which adjoin the town centre, helping to reduce noise and disturbance for nearby residents. For these reasons, it is important that these sub-areas and the mix of uses within them are retained.

9.4 Policy TCR11 of the District Plan set out that in the Parkway and Church Road areas of Welwyn Garden City town centre, the Council will allow proposals for conversion and change of use of buildings for office, community, cultural and residential uses provided that:

- Preserve or enhance the character of the Conservation Area
- Not harm the amenities of the occupiers of nearby residential areas.

9.5 Policy SADM20 of the emerging Local Plan is broadly in line with the adopted policy TCR11, stating that should any of the existing land uses on the western side of Parkway become redundant, the Council will allow the conversion and

change of use of buildings for office, cultural, community and residential uses provided that:

- i. Maintain and where appropriate enhance the vitality and viability of the town centre;
- ii. Preserve and enhance the character of the Conservation Area
- iii. Not harm the amenities of the occupiers of nearby residential areas;
- iv. Be properly integrated into the retail core of the town centre, including the provision of good pedestrian linkages; and
- v. Provide adequate highway access and servicing arrangements and would not be detrimental to the highway network including highway safety.

9.6 The proposed seeks to change the use of the ground floor of No. 22 Parkway to an office use (Class E). It is important to note that recent changes have been made to the use classes order under The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which affects Commercial, Business and Service uses. The new Class E use brings together the previous use classes A1(shops), A2 (financial and professional services), A3 (restaurants and cafes), B1 (business), as well as parts of classes D1 (non-residential institutions) and D2 (assembly and leisure), all of which are now revoked. The government has implemented this change to better reflect the diversity of uses found on high streets and in town centres and to provide the flexibility for businesses to adapt and diversify to meet changing demands. In this case, the application site is located within the defined boundary of the town centre of Welwyn Garden City. The site therefore lies in a particularly sustainable location, being within walking distance of the train station and being served by various bus services. Furthermore, being located outside the primary retail core, office, community and cultural uses are encouraged in order to support and enhance the local economy. The proposed office use would therefore contribute positively to the vitality and viability of the town centre, particularly as it would bring the vacant building back into active use. As such the principle of the development would not be contrary with the National Planning Policy Framework, Policies GBSP2, SD1 and R1 of the District Plan 2005 and Policy SP1 of the Draft Local Plan Proposed Submission August 2016. However, due to the retail, leisure and food/drink related uses that are also permissible under a flexible Class E use, it is necessary to further assess the impacts of such uses upon the character of the Conservation Area, the surrounding residential neighbours and highway safety to ensure that the objectives of Policy TCR11 and SADM20 are met. This is undertaken in the following sections.

2. Quality of design and impact upon Heritage Assets

9.7 The development is located within the Welwyn Garden City Conservation Area. It should be noted that Section 72 of the Listed Buildings and Conservations Areas Act (1990) states that 'special attention shall be paid to the desirability of preserving or enhancing the character or the appearance of that area'. Section 16 of the NPPF 'Conserving and enhancing the historic environment' is broadly consistent with Policy SADM15 'Heritage' of the Emerging Local Plan. Also of relevance, and consistent with the NPPF, are Policies D1 and D2 of the adopted Welwyn Hatfield District Plan (2005) which seek to provide a good standard of

design in all new development and require that all new development respects and relates to the character and context of the area in which it is to be sited.

- 9.8 The property is located within the Welwyn Garden City Conservation Area. Parkway is a key element of the Conservation Area and is flanked by some of the Garden City's best examples of neo-Georgian architecture. No. 22 Parkway is noted within the Conservation Area Character Appraisal as a "key unlisted building" and one which could be considered for inclusion on a local list. Whilst WHBC does not currently have a local list, no. 22 can be considered as a non-designated heritage asset as per the provisions of the NPPF. The building dates to 1924 and forms part of a group (nos. 8 – 22) designed by de Soissons.
- 9.9 The property is positioned on the western side of Parkway, opposite the commercial town centre. As the designs for the layout of the Garden City evolved, the commercial town centre was positioned to the east of Parkway. The Garden City was deliberately designed to have a compact commercial town centre on the eastern side with a residential area on the west. This layout remains evident today and is an element of the Conservation Area's significance in permitting an understanding of the design of the Garden City and its historic land uses. There are some offices and business uses on the western side, but these still retain the more domestic character of the historic Garden City buildings.
- 9.10 In this case, concerns have been raised by the neighbours and the Conservation Officer regarding the potential issues that would occur with the associated leisure, retail and food and drink related uses also permissible under the Class E use as some of these uses could have a detrimental impact on the character of the Conservation Area through changes to the building's appearance, character and function. The applicant was made aware of this, and written confirmation was given in agreement to the omission of retail (E(a)) and food/drink (E(b)) uses via restrictive condition. However, in this case, given the highly sensitive location of the site within the Conservation Area, it is considered reasonable and necessary to impose a condition to also remove indoor sport and recreation uses (E(d)) from the permission to ensure that the appearance of the site would be in keeping with the surrounding commercial properties and remain sympathetic to the character for the Conservation Area. It is not considered that the other permitted uses within Class E including professional services, medical and health services and creche/day nurseries would be incompatible with the area given the location of the site adjoining other similar commercial uses. With the aforementioned condition in place, the change of use of the building would not, in and of itself, have a detrimental impact on the character or appearance of the site, the street scene or the town centre in general.
- 9.11 No alterations are proposed to the external appearance of the existing building under this application. Should external alterations be required in future this may require planning permission and this information should be provided as part of an application for planning permission which would be dealt with on its individual merits. Furthermore, any signage may also require separate Advertisement Consent.
- 9.12 Having regard to the above, it is considered that the proposed development would amount to an acceptable form of development that would be in accordance with Policies D1, D2 and TCR11 of the District Plan, SP9, SADM15 and SADM20 of the Emerging Local Plan 2016 the National Design Guidance and the NPPF. The proposal would also comply with the provisions of Section 72 of the Planning

(Listed Building and Conservation Areas) Act 1990 in preserving the Conservation Area

3. Residential amenity

- 9.13 Policy D1 and the Supplementary Design Guidance aim to preserve neighbouring amenity. The impact of the proposed development on the residential amenity of neighbouring properties is considered in terms of impact on day, sun, and sky light; privacy and over dominance. Policy R19 of the District Plan seeks to ensure that no new development would adversely affect the existing area in terms of the operation of any uses from noise and vibration pollution.
- 9.14 Given that the proposed building's location just outside of the town centre adjacent to other commercial uses and taking into account the separation distance of the application site to the nearest residential properties, it is not considered that the proposed change of use would cause any detrimental impact upon neighbour amenity in terms of light, outlook, privacy over and above the existing situation, particularly given that no external changes are being proposed to the building itself.
- 9.15 With regards to impact from noise and disturbance, it is important to note that the Council's Public Health and Protection team has assessed the proposal and no objections were raised. The proposed change of use is therefore acceptable in this regard.
- 9.16 Overall the proposal would maintain the amenity of occupiers of neighbouring dwellings consistent with District Plan policies including Policies D1 and R19 of the Local Plan.

4. Highways and Parking Considerations

- 9.17 Paragraph 107 of the NPPF states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport, local car ownership levels and the overall need to reduce the use of high emission vehicles.
- 9.18 Policy M14 of the District Plan 2005 and the Parking Standards Supplementary Planning Guidance (SPG) use maximum standards and are not consistent with the NPPF and are therefore afforded less weight. In light of the above, the Council have produced an Interim Policy for Car Parking Standards that states that parking provision will be assessed on a case by case basis and the existing maximum parking standards within the SPG should be taken as guidance only. This means that higher or lower car parking standards than those set out in the SPG can be proposed and determined on a case by case basis taking into account the relevant circumstances of the proposal, its size context and its wider surroundings. Parking standards should only be imposed where there is clear and compelling justification that they are necessary for managing the local road network.
- 9.19 In terms of car parking the submitted proposed site plan indicates that there would be 12 onsite spaces (including 1 DDA space) provided at the rear of the building as existing and there are no changes proposed to this parking arrangement. It should be noted that the Council's parking standards requires 1

space per 30 square metres for an office use. In this case this would result in the need for 13 spaces based on a total floor area of approximately 398sqm. Whilst the provision of 12 spaces does fall slightly short of that required by the parking guidance, it is important to note that Policy M14 of the District Plan and the Parking Standards SPG use maximum standards are not consistent with the NPPF and are therefore afforded less weight. Furthermore, the application site is well located within both walking and cycling distance of a large population. The site also benefits from immediate access to footways and cycleways as well as public transport. The site is therefore considered to be in a sustainable location that is accessible by other means of transport other than the motor vehicle and the slight shortfall in parking provision would be acceptable in this instance.

- 9.20 In terms of the access to the site, it is proposed that vehicles would continue to access the site via the existing access road off Parkway and route into the property then via the existing car port serving as a thoroughfare to the car park at the rear of the property. No works are proposed to the access or boundary. The Highway Authority have been consulted on this application and were satisfied with the retention of the existing vehicular and pedestrian access arrangements for the development.
- 9.21 With regards to electric vehicle charging provision, there were no details provided on such infrastructure for the site. In the interest of providing more sustainable transport methods to aid in dealing with the climate emergency, it is considered reasonable and necessary to secure details of EV charging provision at the site via a Planning Condition.
- 9.22 With respect to cycle parking, the submitted details did not indicate how many cycle parking spaces there would be on site. Therefore In the interest of encouraging the use of sustainable modes of transport, it is considered reasonable and appropriate in the event of an approval to secure via a planning condition for further details of the cycle parking and to ensure that the cycle parking facilities are being made available prior to the first use of the site.
- 9.23 In terms of highway safety aspects of the scheme, the Highway Authority do not consider the proposal to have a severe impact to the operation or safety of the local highway, footway or public transport networks. Whilst a condition has been recommended for the submission of a Construction Management Plan, the proposal does not involve any internal or external works to the building or site. Therefore such a condition would not be necessary nor appropriate in this instance.
- 9.24 Having regard to the above, the proposal would provide an acceptable level of parking provision and would not have a detrimental impact upon highway safety. Therefore, no objections are raised with regards to Policies M14 of the District Plan, Policy SP4 of the Emerging Local Plan, the SPG Parking Standards; the Council's Interim Policy for Car Parking Standards; and the NPPF.

5. Landscaping

- 9.25 District Plan Policy R17 seeks to protect existing trees whilst Policy D8 requires landscaping to form an integral part of the overall design, and in this respect the high quality design required by Policy D1 would again be relevant. Landscaping is important in order to protect and enhance the existing character of the area and to reduce the visual and environmental impacts of the development.

- 9.26 This application seeks only for the change of use of the ground floor of the existing building, and no alterations are proposed to the existing landscaping at the site under this scheme. Therefore no concerns are raised with respect to landscaping.

6. Refuse and recycling

- 9.27 The applicant has confirmed that the refuse provisions are private and not collected by the Local Authority which remains unchanged from the current situation with the upper floor office space. The bins would continue to be pulled to the front of the site on collection days and there would not be the need for a refuse vehicle to enter the site. It is noted that this is the same servicing strategy as the other properties along this part of Parkway. No concerns have been raised by the Highways Authority in this regard and the development would therefore be acceptable.

10 Conclusion

- 10.1 Subject to the suggested conditions, the proposed change of use would not have any significant adverse impact upon the character and appearance of the Conservation Area, adjoining neighbour amenity or highway safety. Accordingly and for the reasons given, the proposal is recommended for approval.

11 Recommendation

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

1. Notwithstanding the provisions of Article 3 of the Town and Country Planning Use Classes Order 1987, and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any orders revoking or re-enacting these Orders) this permission shall only permit the use of the ground floor of the building for a flexible Class E(c), (e), (f) and (g) uses only.

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by these orders, in the interests of ensuring that the appearance of the site would be in keeping with the surrounding commercial properties and remain sympathetic to the character for the Conservation Area in accordance with Policies D2 and TCR11 of the District Plan, SP9, SADM15 and SADM20 of the Emerging Local Plan 2016 and the National Planning Policy Framework.

2. Prior to the first occupation of the Class E use, details of the electric charging points shall be shown demonstrated on a scale plan submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented and maintained on site prior to the completion of the development.

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

3. Prior to the first occupation of the Class E use, a scheme for the provision of secure cycle parking on site shall be submitted to and approved by the Local Planning Authority. The development must not be carried out other than in accordance with the approved scheme. The approved cycle store must subsequently be made available for use and retained in that form thereafter.

REASON: In order to ensure that there is adequate provision for secure Cycle Parking within the application site, encouraging alternative modes of transport in accordance Policy M6 and M8 of the Welwyn Hatfield District Plan 2005, Policies SP4, SADM12 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016 and the National Planning Policy Framework.

DRAWING NUMBERS

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

Plan Number	Revision Number	Details	Received Date
4174_PL01	B	Location Plan	05/11/21
4174_PL02	B	Block Plan	05/11/21
4174_PL03	A	Existing Floor Plans	05/11/21
4174_PL04	A	Existing Floor & Roof Plans	05/11/21
4174_PL05	A	Proposed Site Plan	11/05/22
4174_PL06		Proposed Floor Plan	05/11/21

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

POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraph 38 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan.

INFORMATIVES

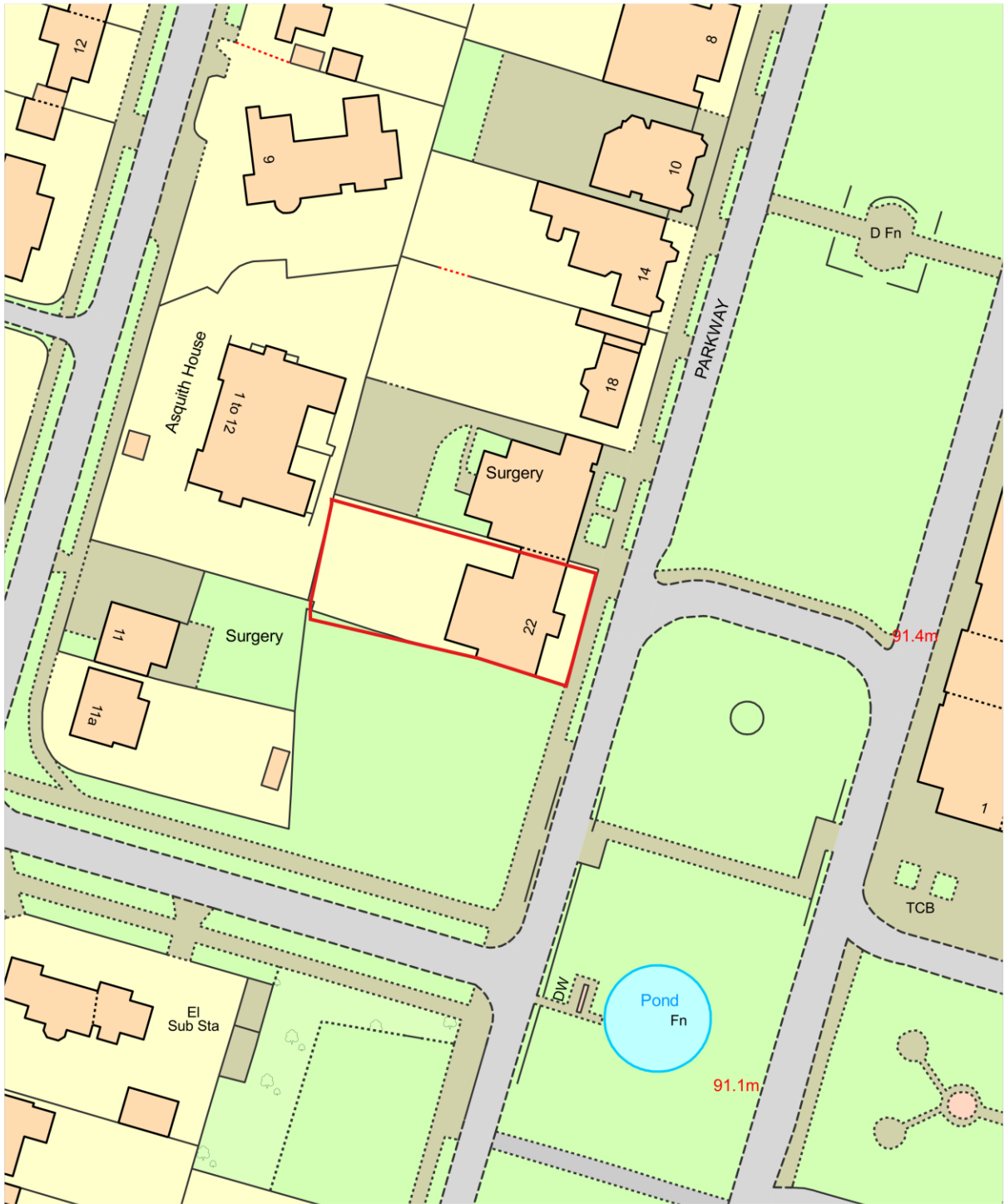
1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water interest etc. Neither does this permission negate or override any private covenants which may affect the land.
2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roadsand-pavements/highways-roads-and-pavements.aspx>


3. Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-anddeveloper-information/development-management/highways-developmentmanagement.aspx> or by telephoning 0300 1234047.
4. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
5. All plant and machinery in use shall be properly silenced and maintained in accordance with the manufacturers' instructions.
6. All compressors shall be sound reduced models, fitted with properly lined and sealed acoustic covers, which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussive tools shall be fitted with mufflers or silencers of the type recommended by the manufactures.
7. All machines in intermittent use shall be shut down during intervening periods between work, or throttled down to a minimum. Noise emitting equipment, which is required to operate continuously, shall be housed in suitable acoustic enclosures.
8. Items of plant and equipment shall be maintained in good condition so that extraneous noise from mechanical vibration, squeaking or creaking is reduced to a minimum.
9. Any pile driving shall be carried out by a recognised noise reducing system.
10. Where practical, rotary drills and bursters, actuated by hydraulic or electric power shall be used for excavating hard material.
11. In general, equipment for breaking concrete and the like, shall be hydraulically actuated.
12. 'BS 5228 Noise Control on Construction Sites' should be referred to for guidance in respect of all work carried out by the developer, their main contractor and any sub contractors.
13. Any emergency deviation from these conditions shall be notified to the Council without delay.

14. All efforts shall be made to reduce dust generation to a minimum.
15. Stock piles of materials for use on the site or disposal, that are likely to generate dust, shall be sited so as to minimise any nuisance to residents or neighbouring businesses. Materials for disposal shall be moved off site as quickly as possible.
16. Water sprays shall be used, as and when necessary, to reduce dust from particularly "dusty" activities or stock piles.

Raymond Lee (Development Management)

Date: 6 July 2022



 <p>WELWYN HATFIELD</p> <p>Council Offices, The Campus Welwyn Garden City, Herts, AL8 6AE</p>	22 Parkway Welwyn Garden City AL8 6HG		Scale: DNS
			Date: 08-07-2022
	Development Management Committee	6/2021/2991/FULL	Drawn: Teresa Walker
	© Crown Copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2021		