



DEVELOPMENT MANAGEMENT COMMITTEE

Thursday, 19th November, 2015

7.30 pm

Town Hall

Publication date: 11 November 2015

CONTACT

If you require further information or you would like a copy of this agenda in another format, e.g. large print, please contact Ishbel Morren in Democracy and Governance on 01923 278375 or by email to legalanddemocratic@watford.gov.uk .

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SPEAKING AT DEVELOPMENT MANAGEMENT COMMITTEE

Only one person will be permitted to speak on behalf of objectors and one in support of a proposal. Precedence to speak in support of the proposal will be given to the applicant or their representative.

In order to speak, a person must register before 12 noon on the day of the meeting by contacting the Democratic Services Team. The contact details are available on the front of this agenda.

If a speaker wishes the Development Management Committee to consider any documentation at the meeting, then it must be submitted to the Democratic Services Team by 12 noon on the day of the meeting.

COMMITTEE MEMBERSHIP

Councillor R Martins (Chair)

Councillor G Derbyshire (Vice-Chair)

Councillors S Bashir, N Bell, S Johnson, I Sharpe, M Turmaine, M Whitman and T Williams

AGENDA

PART A - OPEN TO THE PUBLIC

1. **APOLOGIES FOR ABSENCE/COMMITTEE MEMBERSHIP**
2. **DISCLOSURE OF INTERESTS (IF ANY)**
3. **MINUTES**

The minutes of the Development Management Committee held on 29 October 2015 to be submitted and signed.

Copies of the minutes of this meeting are usually available seven working days following the meeting.

All minutes are available on the Council's [website](#).

CONDUCT OF THE MEETING

The Committee to take items in the following order:

1. All items where people wish to speak to the Committee and have registered to do so by telephoning the Democratic Services Team.
 2. Any remaining items that the Committee agrees can be determined without further debate.
 3. Those applications where the Committee wishes to discuss matters in detail.
4. **HERTSMERE BOROUGH COUNCIL REF.15/1895/FUL 37, BUCKS AVENUE, WATFORD** (Pages 5 - 24)

Consultation from Hertsmere Borough Council on a development adjoining the Borough, includes demolition of 37 Bucks Avenue and an equestrian facility and the redevelopment of the site to include 34 dwellings (including 12 affordable dwellings).
 5. **15/01246/FULM WIGGENHALL ROAD GOODS YARD, WIGGENHALL ROAD** (Pages 25 - 82)

Proposed construction of 12 industrial units contained within four separate buildings, together with the formation of a new vehicular access linked to the new access road.

Agenda Item 4

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Date of committee:	19th November 2015
Site address:	37, Bucks Avenue, Watford
Reference Number :	Hertsmere Borough Council ref.15/1895/FUL
Description of Development:	Consultation from Hertsmere Borough Council on development adjoining the Borough: Demolition of 37 Bucks Avenue and equestrian facility, removal of hardstanding, maneges, buildings and structures and the redevelopment of the site to include 34 dwellings (including 12 affordable dwellings) comprising 12 x 1 bed apartments, 4 x 2 bed apartments, 10 x 3 bed houses and 8 x 4 bed houses, parking, village green with pond and play area served by modifying existing access from Bucks Avenue/Sherwoods Road. Provision of public footpaths & cycleways connecting Bucks Avenue to footpath no. 17 and ecological enhancement of land to South East of dwellings to include biodiversity enhancement, landscaping, wildflower meadows, formation of ponds and communal orchard.
Applicant:	Clovercourt Fusion
Date Received:	Consultation received 2nd November 2015
21 day response date:	23rd November 2015
Ward:	Oxhey

1.0 INTRODUCTION

- 1.1 This report relates to a consultation received from Hertsmere Borough Council on a planning application for the redevelopment of the Bucks Meadow Riding School at 37, Bucks Avenue, located within their borough. Watford Council has also received a planning application relating to this development but this relates only to the access to the site which is located within Watford Borough. All of the proposed dwellings and associated development (roads, car parking, footpaths, environmental improvements, etc.) are located within Hertsmere Borough and they will determine the application for this development. This consultation from Hertsmere is to seek the Council's views on their application. In respect of the planning application submitted to Watford, this will be determined at a future committee meeting and will relate only to the proposed access arrangements and associated traffic impacts arising from the proposal. As such, this report does not consider these issues and the Committee should make no reference to these matters in their response to Hertsmere.

2.0 SITE AND SURROUNDINGS

- 2.1 The site is located almost entirely within Hertsmere Borough with its access off Bucks Avenue, at the junction with Sherwoods Road, within Watford Borough. The overall area of the site is approximately 13 hectares and comprises a dwelling, the Bucks Meadow Riding School, outdoor maneges, paddocks and extensive grazing fields extending from the site entrance to the east. The site itself is located within the Metropolitan Green Belt. The riding school closed in September 2015.
- 2.2 The site comprises a large number of existing buildings in various states of repair. The largest building on the site is an indoor manege (2 storey) with a number of other single storey buildings including stables, store buildings and other ancillary buildings. Various areas of parking and hardstanding also exist.
- 2.3 The site is adjoined to the north, west and south by the residential areas of Oxhey,

with Talbot Avenue to the north, Bucks Avenue to the west and Sherwoods Road, Lawson Grove and Elm Avenue to the south. These roads are characterised by detached and semi-detached houses with detached bungalows on Lawson Grove on Elm Grove. Most of the dwellings were developed in the 1920s and 1930s as individual plots and are typical of their era. Consequently, designs and materials are very varied and include a number of mock-Tudor designs. Only those properties on Wilcot Avenue and Talbot Avenue are more uniform in their appearance. To the north-east, the site adjoins the Paddock Road Allotments site.

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposal involves the demolition of all existing buildings on the site and the erection of 34 dwellings, comprising 16 flats (1 and 2 bed) and 18 houses (3 and 4 bed). The flats are provided in 3 blocks and the houses in 4 blocks of terraced houses and one pair of semi-detached houses. These 8 blocks are arranged around a 'courtyard' comprising the internal access road, car parking areas and landscaped open space. This development is located in the western corner of the site, adjacent to the access from Bucks Avenue and in the area of the existing buildings on the site.
- 3.2 All of the proposed blocks are either single storey or two storey, with accommodation in the roofspace of some. The design approach is more rural than urban, with the extensive use of dark, timber cladding, to give the general appearance of traditional brick and timber barns. All of the blocks have an individual but complimentary design with common materials of dark red brick, dark timber cladding and brown roof tiles with elements of tile hanging and white render.
- 3.3 The single access from Bucks Avenue leads to 2 turning heads within the 'courtyard' and serves the various parking areas serving the blocks. Parking is provided in the form of frontage parking to the houses, small garage/parking courts and small parking areas, principally within the 'courtyard'.
- 3.4 Aside from the proposed dwellings, the application also includes environmental and

ecological improvements to the open land to the east and footpath links to the existing footpath network linking to Merry Hill to the north and Carpenders Park to the south.

4.0 RELEVANT PLANNING HISTORY

- 4.1 There is no planning history of relevance to the consideration of the proposed development. The riding school has been established on the site since the 1950s (albeit with a break in use in the 1980s, recommencing in 1991) with the indoor manege built in 1992. The existing house was built in the 1960s.

5.0 PLANNING POLICIES

Although the Committee are not determining the planning application, which Hertsmere must determine against their own Development Plan policies, the following policies of the Development Plan for Watford are relevant in the consideration of the proposal.

Development plan

- 5.1 In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:
- (a) *Watford Local Plan Core Strategy 2006-31*;
 - (b) the continuing “saved” policies of the *Watford District Plan 2000*;
 - (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026*; and
 - (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*.
- 5.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in

decision making on planning applications. The following policies are relevant to this application.

5.3 **Watford Local Plan Core Strategy 2006-31**

WBC1	Presumption in favour of sustainable development
SS1	Spatial Strategy
SD1	Sustainable Design
SD2	Water and Wastewater
SD3	Climate Change
SD4	Waste
HS1	Housing Supply and Residential Site Selection
HS2	Housing Mix
HS3	Affordable Housing
T2	Location of New Development
T3	Improving Accessibility
T4	Transport Assessments
INF1	Infrastructure Delivery and Planning Obligations
UD1	Delivering High Quality Design
GI1	Green Infrastructure
GI2	Green Belt
GI3	Biodiversity
GI4	Sport and Recreation

5.4 **Watford District Plan 2000**

SE7	Waste Storage, Recovery and Recycling in New Development
SE27	Flood Prevention
SE36	Replacement Trees and Hedgerows
SE37	Protection of Trees, Woodlands and Hedgerows
SE39	Tree and Hedgerow Provision in New Development
SE40	Landscape Character Assessment
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards

- T24 Residential Development
- L8 Open Space Provision in Housing Development
- L9 Children's Play Space
- CS3 Loss of Community Facilities

5.5 Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026

- 1A Presumption in Favour of Sustainable Development
- 2 Waste Prevention and Reduction
- 12 Sustainable Design, Construction and Demolition

5.6 Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

5.7 Supplementary Planning Documents

The following Supplementary Planning Documents are relevant to the determination of this application, and must be taken into account as a material planning consideration.

5.8 *Residential Design Guide*

The Residential Design Guide was adopted in July 2014. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

5.9 *Watford Character of Area Study*

The Watford Character of area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

5.10 *SPG10 Open Space Provision*

This guidance sets out the standards of open space provision required per thousand population as part of new developments. The guidance was adopted in October 2001 and is a material consideration in the determination of relevant planning applications.

5.11 **National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 8 Promoting healthy communities

Section 9 Protecting Green Belt land

Section 10 Meeting the challenge of climate change, flooding and coastal change

Section 11 Conserving and enhancing the natural environment

Decision taking

6.0 **CONSULTATIONS**

6.1 No neighbour notifications or technical consultations have been undertaken in respect of this consultation. All notifications, consultations and publicity relating to the application has been undertaken by Hertsmere.

7.0 **APPRAISAL**

7.1 **Main issues**

The main issues to be considered in respect of this proposal are:

- (a) Impacts on the Green Belt
- (b) Loss of the existing riding school as a community facility
- (c) General housing policies
- (d) Design, scale and appearance
- (e) Character of the area
- (f) Impacts on adjoining properties
- (g) Car parking provision
- (h) Environmental impacts

7.2 (a) Impacts on the Green Belt

National policy relating to development in the Green Belt is set out in paragraphs 87-89 of the NPPF.

This states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (para 87). When considering any planning application, local planning authorities should ensure that substantial weight be given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations (para 88).

New buildings in Green Belt should be considered as inappropriate in the Green Belt unless the development complies with one of 6 exceptions (para 89). The only exception relevant to this application is the following:

“Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land) which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development”.

The NPPF also gives a definition of previously developed land which includes land which is occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. Various exclusions from this definition are given, including agricultural and forestry buildings and residential gardens, parks, recreation grounds and allotments.

7.2.1 The existing dwelling and the various buildings and areas of hardstanding and car parking associated with the riding school constitute previously developed land (brownfield land). These are clustered in the eastern corner of the site close to the existing access and occupy an area of approximately 0.7 hectare. The 3 existing outdoor maneges adjoining the buildings to the east are not considered brownfield land and are excluded from this area. The proposal is for the complete redevelopment of this brownfield land under the exception set out in paragraph 89 of the NPPF. The proposal is therefore acceptable in principle, subject to the development not having a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development on the site.

7.2.2 In order to aid this assessment, the applicant has provided existing and proposed figures for building footprints and hardstanding areas and building volumes for comparison.

Existing	Footprint/area (m²)	Volume (m²)
Buildings	2799	10922
Hardstanding/parking	5001	
Total	7800	10922

Proposed	Footprint/area (m²)	Volume (m³)
Buildings	1902	10986
Hardstanding/parking	2077	
Roadway	886	
Total	4865	10986

	Existing	Proposed	Difference
Footprint/areas	7800	4865	-2935 (-37.7%)
Volume	10922	10986	+64 (+0.58%)

7.2.3 It can be seen from these figures that the volume of buildings proposed is virtually identical to that of the existing buildings. The area of hardstanding, car parking, roadway and footpaths is also significantly less than the existing. The form and typology of the proposed residential blocks is different to that of the existing buildings, with the site currently dominated by the indoor manege building. The proposed residential blocks are more in keeping with the scale of the surrounding houses and have been designed to have a more rural appearance than urban, particularly with those blocks that back onto the Green Belt. The layout of the site has also been designed to allow views between the blocks out into the Green Belt.

7.2.4 In conclusion on this matter, the extent of new development is confined to the agreed area of previously developed land, the volume of new buildings is virtually identical to that of the existing buildings and this volume has been broken down into smaller blocks. It is not, therefore, considered that the proposed development will have any greater impact on the openness of the Green Belt or any other purpose for including land within the Green Belt than the existing development, and consequently, will cause harm to the Green Belt.

7.3 (b) Loss of the existing riding school as a community facility

The application is accompanied by a Needs Assessment of the existing equestrian facility by a Sport England Framework Partner Company. Within Hertsmere Borough, 3 other equestrian centres are also the subject of planning applications for residential development, with one of these, in addition to the current site, having recently closed. As a result, Hertsmere and Sport England have requested the needs assessment in order to determine any impact from the closure and any perceived loss of a community facility.

7.3.1 Following consultation with various national equestrian organisations, the County Council, Hertsmere Borough Council and Sport England, it is agreed that the riding school at the site is not of strategic or regional significance (unlike other equestrian facilities in Hertsmere).

7.3.2 The report reviews the low levels of usage at the riding school in tandem with declining demand for equestrian sport, competition from and the capacity of other facilities, changes in the market and the financial circumstances of the riding school (the business has incurred significant losses in the past 5 years), and concluded that the riding school is no longer a viable business. Since the report was commenced, the riding school has closed. Although this is regrettable, the report concludes that the closure will have a minimal negative impact on the provision and delivery of equestrian sport in the local area.

7.3.3 With reference to paragraph 74 of the NPPF, this states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- i) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- ii) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- iii) the development is for alternative sports and recreation provision, the needs

for which clearly outweigh the loss.

7.3.4 In this case, the report concludes that there are numerous equestrian facilities, with a comparable service offer, within a short distance from the site. There are 5 other facilities within 5 miles (2 with capacity for new users) and a further 19 within 5-12 miles of the site (9 with capacity). Given the low level of use at the time of closure (32 people per week), there is sufficient capacity locally to meet this demand. There is also no ignoring the fact that the current facility has closed after making significant losses over the past 5 years.

7.4 (c) General housing policies

Policy HS1 gives criteria for the selection of new housing sites and the consideration of windfall housing sites, such as this one. In this respect, the use of the site for residential development is broadly consistent with this policy in that the part of the site to be developed is previously developed land, the land is not at risk of flooding (Flood Zone 1), the site has reasonably good access to passenger transport (Bushey Station is 720m to the north) and the provision of the majority of the dwellings as houses (18 of the 34 units) is in general accordance with the Council's spatial strategy.

7.4.1 The applicant is proposing 12 units as affordable housing (35%) with a mix of 8 flats and 4 houses, which meets Hertsmere's requirement for 35% affordable housing. The internal floorareas for the proposed dwellings range from 50m² to 139m² and are significantly in excess of the Council's guidelines. Overall, the proposal is considered acceptable in principle.

7.5 (d) Design, scale and appearance

The design of the buildings could be described loosely as a rural farmstead typology, reflecting the general design of brick and timber clad farmhouses and barns. The style draws on the precedent of the award winning development at Wall Hall near Aldenham. The scale of the buildings are single and two storey with low eaves, deep roofs and Dutch hipped, gables. The main materials are a red brick and dark stained timber cladding with red multi roof tiles. The blocks of flats

incorporate large, picture windows often seen in modern barn conversions.

7.5.1 The 8 proposed blocks are arranged around a courtyard which includes at its centre an area of open space and a pond, reminiscent of a traditional village green. This setting will complement the rural design typology and help to create a distinctive sense of place for the development. The two blocks adjoining the entrance (Units 1-8 and 9-12) have identical designs with large feature windows, and will form a gateway into the site. Car parking is broken up around the site with varying degrees of success, the least successful being in the northern part of the development and adjoining the access, where parking dominates the layout. These areas will need careful landscaping and treatment to minimise the visual impact of the parking.

7.5.2 Surrounding the proposed blocks to the north, east and south are areas of open space which will be available for the residents to use together with a children's play area. No details have been given of this at this stage.

7.5.3 Overall, the scale of buildings, design approach and proposed materials are considered acceptable and appropriate for this urban/rural fringe site and will create a distinctive sense of place.

7.6 (e) Character of the area

The general character of the area is of detached and semi-detached houses and bungalows, with the bungalows predominantly located on Elm Grove and Lawson Grove. With the exception of the houses on Wilcot Avenue and Talbot Avenue, which are more uniform in their style and materials, the remaining houses and bungalows are very varied in their design and materials, with an eclectic mix ranging from brown, pebbledash rendered semi-detached houses to large mock-Tudor houses.

7.6.1 The existing riding school contributes little to the streetscene due to its relatively narrow access on the outside of the bend in the road, where Bucks Avenue joins Sherwoods Road, and the set back of the buildings behind the existing houses.

Consequently, the site contributes little to the character and appearance of the wider area. A similar situation will exist with the proposed development, which, as with the existing riding school, will appear as a small enclave on the edge of the urban area. It has been designed and laid out to reflect its more rural setting and to create a unique sense of place for this site, set around a small green and pond, which is considered an acceptable and appropriate approach.

7.6.2 Overall, it is considered the proposal will have no adverse impact on the character and appearance of the area.

7.7 (f) Impacts on adjoining properties

Several properties in Watford Borough directly adjoin the site and the potential impact on these properties needs to be assessed.

7.7.1 *1, Sherwoods Road* – This property adjoins the entrance to the site on its southern side and its side garden boundary is shared with the application site. The nearest proposed block to this property is a block of flats (Units 9-12) sited in line with the rear boundary of the property. The back-to-back facing distance, albeit off-set, is 36.5m which is significantly in excess of the Council's minimum of 27.5m.

Furthermore, there are only 2 windows at first floor level closest to the boundary and these are to a bedroom and a bathroom, limiting further any opportunities for overlooking. Retained trees along the boundary will also help to mitigate any oblique overlooking of the garden area. The siting of the proposed building will have no adverse impact on the outlook and natural light to no.1.

7.7.2 *35, Bucks Avenue* – This property is sited on the northern side of the site entrance and also shares its side garden boundary with the application site. A row of trees is sited along this boundary and is to be retained. The nearest proposed block is a reversed L-shaped block of flats (Units 1-8), which is a 2 storey building. The 'foot' of the building aligns with the flank elevation of no.35 and contains no windows. The 'leg' of the building is sited parallel to the side boundary of no.35, set back 12-15m from the boundary. This set back is in excess of the Council's minimum guideline of 11m and any overlooking will be further mitigated by the retained row

of trees. The siting of the proposed building will have no significant adverse impact on the outlook and natural light to no.35.

- 7.7.3 Adjacent to Units 1-8 to the north is a short terrace of 4 houses (Units 31-34), comprising 2 storey units with accommodation in the roof. Two of these houses face towards the end of the garden of no.35. These are set back 12-16.5m from the boundary and also exceed the minimum guideline distance of 11m. The siting of this building will have no significant adverse impact on the outlook and natural light to no.35.
- 7.7.4 *22-30, Talbot Avenue* – These properties back onto the northern boundary of the site. The nearest proposed buildings are Units 31-32, part of the terrace of houses comprising Units 31-34, and an adjacent block of flats (Units 27-30), a 2 storey building. Both of these proposed buildings are sited 37-47m from the rear elevations of the houses in Talbot Road. The nearest first floor windows in the proposed buildings are 12m from the boundary and existing trees will also be retained along this boundary. As such, these buildings will have no significant adverse impacts on the amenities of the houses in Talbot Avenue.
- 7.7.5 *1a-6, Lawson Grove* – These properties all share a rear boundary with the site and have relatively short garden depths of 5-12m. Two of the proposed blocks are sited adjacent to this boundary. Units 13-14 are a pair of semi-detached chalet style bungalows and Units 15-18 a block of flats. Both buildings are designed as single storey with a second level of accommodation in the roofspace. Units 13-14 back onto the garden area of no.1a and are set back 16m from the boundary. This is in excess of the Council's minimum 11m guideline. Furthermore, only two small dormer windows to bedrooms face towards Lawson Grove which, together with existing retained trees, will ensure these units will have no significant adverse impact on the amenities of this property.
- 7.7.6 In respect of 2, Lawson Grove, the nearest dormer window in Unit 14, albeit off-set, is sited 28.5m from the rear elevation of this property, in excess of the Council's minimum guideline of 27.5m.

7.7.7 The proposed block containing Units 15-18 is sited at right-angles to the boundary, with its flank elevation facing 3, Lawson Grove. The flank elevation is sited 10.5m from the boundary and 19.5m from the rear elevation of no.3 at its closest point. This flank elevation contains 1 obscure glazed, secondary window to a bedroom at first floor level. The siting and scale of the building will ensure it has no significant adverse impact on the amenities currently enjoyed by no.3.

7.8 (g) Car parking provision

The proposal provides 70 parking spaces for the proposed 34 dwellings, a ratio of 2.05 spaces per dwelling. This provision is broken down as follows: 1 bed flats – 1.5 spaces, 2 bed flats – 2 spaces, 3 bed houses – 2 spaces, and 4 bed houses – 3 spaces. This level of provision slightly exceeds the Council's maximum standard of 67.5 spaces for the proposed development. This level of provision will be sufficient to ensure no overspill parking will occur on Bucks Avenue and Sherwoods Road.

7.9 (h) Environmental impacts

The application includes a range of measures to improve the environmental and ecological value of the site, specifically the 11 hectares of grazing land forming the vast majority of the overall site. A biodiversity enhancement strategy has been proposed which includes native landscape planting, the creation of species-rich neutral grassland, the management of existing grassland either as hay meadows or through a grazing regime, the planting of a small woodland and an orchard, the creation of a parkland area, the restoration of two ponds and the retention and enhancement of existing hedgerows. In addition, measures to encourage bats, reptiles and amphibians will be incorporated. As a major application, the proposal will also be required to incorporate a sustainable surface water drainage scheme.

7.9.1 Two new footpath/cycleways will also link the site with the existing footpath network to the south-east and allow public access across the site for the first time.

7.9.2 All of these measures are welcome and will provide not only an enhancement of the site but also an additional public benefit from the application.

8.0 CONCLUSION

- 8.1 This is a consultation from Hertsmere Borough Council on an application for the redevelopment of the existing Bucks Meadow Riding School. The proposal is for the redevelopment of the riding school with 34 dwellings. The riding school closed in September 2015 and although this loss is regrettable, a detailed needs assessment has concluded that sufficient capacity exists in other similar facilities within a Hertsmere. The loss of this facility is therefore considered acceptable.
- 8.2 The site is within the Green Belt and that part of the site comprising the existing buildings and hardstanding areas constitutes previously developed land. The proposed development has been confined to this part of the site and, having regard to the scale and siting of the proposed buildings, is not considered to have any greater impact on the openness of the Green Belt than the existing buildings.
- 8.3 The layout of the site and the scale, design and appearance of the buildings is considered acceptable and appropriate for this urban/rural fringe site and will have no detrimental impacts on the amenities of adjoining dwellings or on the character and appearance of the wider area.
-

9.0 RECOMMENDATION

That Hertsmere Borough Council be advised that Watford Borough Council has no objection to the application but would wish to see conditions imposed on any grant of permission to cover the following matters:

1. That no part of the development shall be occupied until the existing access to Bucks Avenue has been modified and constructed in full, as shown in principle on drawing no. 150318-2D.

Reason: To ensure safe access to the site in the interests of vehicular and pedestrian users of the highway.

2. That the trees along the south-western boundary and along the north-western boundary are retained and measures installed to protect the trees during demolition and construction works.

Reason: These are an important visual amenity to adjoining residential occupiers and will help to mitigate the visual impact of the development.

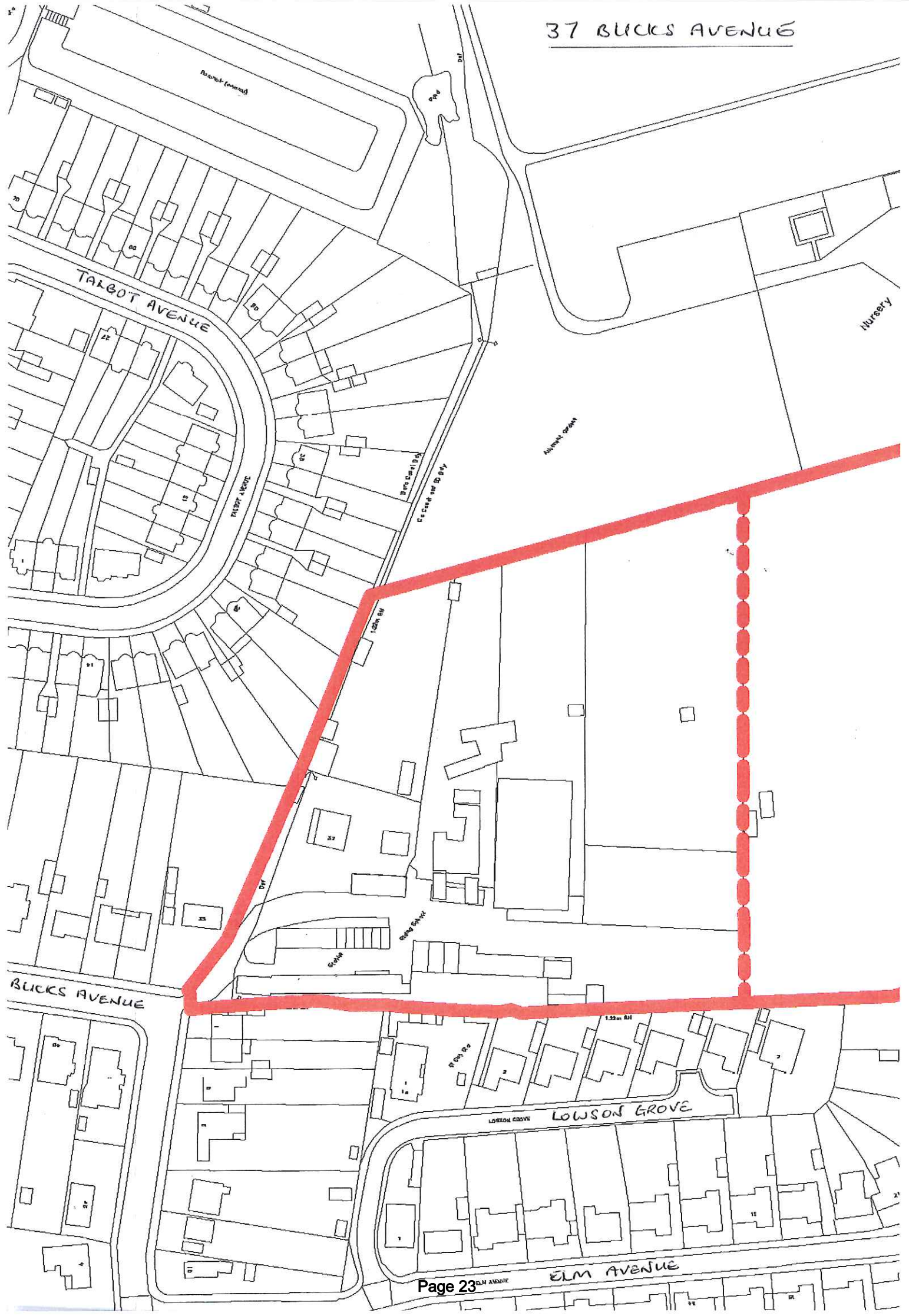
3. That the first floor window in the south elevation of Unit 15 shall be obscure glazed and non-opening.

Reason: To prevent overlooking and a loss of privacy to the adjoining property at 3, Lawson Grove.

4. The development shall provide at least 67 car parking spaces.

Reason: To prevent overspill parking on the adjoining highway on Bucks Avenue and Sherwoods Road.

Case Officer: Paul Baxter
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Tel: 01923 278284



Agenda Item 5

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Date of Committee	19th November 2015
Site address:	Wiggenhall Road Goods Yard, Wiggenhall Road
Reference Number :	15/01246/FULM
Description of Development:	Proposed construction of twelve industrial units (B1b, B1c, B2, B8) contained within four separate buildings, together with the formation of a new vehicular access linked to the new access road, associated vehicle and cycle parking, site landscaping and the creation of a new wildlife area.
Applicant:	Watford Health Campus LLP
Date received:	28th August 2015
13 week date (major):	27th November 2015
Ward:	Vicarage

SUMMARY

Full planning permission is sought for the construction of four buildings containing twelve industrial units (to be used for B1b, B1c, B2 and B8 uses) and associated parking and landscaping, together with the formation of a new vehicular access linked to the new road serving the Health Campus which is currently under construction. The scheme also seeks to create a new wildlife area which is to be located in the area adjacent to the River Colne.

The area to which this application relates is known as 'Business Area South' within the Health Campus masterplan. Planning permission has previously been granted for new industrial business units on this site under application 14/00511/OUTM (hybrid application for the new Health Campus development, granted planning permission in January 2015).

The current scheme seeks to make amendments to that previously approved under permission 14/00511/OUTM through changes to the design and layout. The current proposal seeks to create four buildings with smaller sized units (12 in total) as opposed to a three building layout with larger units as previously approved.

The proposal seeks to facilitate the Business Area South development which forms a key component, and the first phase of development, of the Health Campus project after the initial highways infrastructure works. This is in accordance with the objectives of Policy SPA3 of the Watford Local Plan Core Strategy 2006-31.

The Development Management Section Head recommends that planning permission be granted as set out in the report, subject to conditions.

BACKGROUND

Site and surroundings

The application relates to an irregular shaped parcel of land, which measures 2.66 hectares in area and which is bounded to the south by the River Colne and to the east by Wiggshall Road. A disused railway, which is due to become operational under the Metropolitan Line Extension, runs adjacent to the western end of the site. The route of the new link road that will link Dalton Way with the Health Campus runs adjacent to the northern boundary of the site.

Up until its recent clearance, the site had been occupied by various commercial operations and had incorporated a number of low-grade, temporary buildings and structures with various types of vehicles, containers, equipment, materials and other goods being stored outdoors. A concrete crushing facility also occupied a large portion of the western part of the site. Prior to this, the site had been occupied by substantially-sized railway carriage sheds which were erected in the first half of the twentieth century to

service electric trains. The carriage sheds closed in the mid-1980s and their structures were removed shortly after.

At present, the site forms part of the area which is undergoing the construction of a permanent piling mat to be used as a building platform for the new industrial units contained within Business Area South (which form the subject of this application).

The site is not located within a Conservation Area and does not encompass any statutory or locally listed buildings.

The site is designated as a Wildlife Corridor and a County Wildlife Site as shown on the Watford District Plan 2000 Proposals Map. The southern part of the site is also shown to be in an area at risk from flooding and the Colne Valley Linear Park.

The site also lies within the Health Campus Special Policy Area (SPA3) as identified by the Watford Local Plan Core Strategy 2006-31.

Proposed development

Full planning permission is sought for the construction of four buildings containing twelve industrial units (to be used for B1b, B1c, B2 and B8 uses) and associated parking and landscaping, together with the formation of a new vehicular access linked to the new road serving the Health Campus which is currently under construction. The proposal will create a total floorspace of 6,241m².

The scheme also seeks to create a new wildlife area which is to be located in the area adjacent to the River Colne.

The application relates to the part of the Watford Health Campus development known as 'Business Area South' which is to be constructed as the first phase following the commencement of the construction of the new road.

This application is, in effect, a resubmission of the detailed part of the hybrid application relating to the Business Area South that received planning permission in January 2015 (see 'Relevant Planning History' section below). It relates to a parcel of land which lies immediately to the south of the route of the Health Campus access road and to the west of a section of Wiggshall Road. The previous consent allowed the construction of three industrial/warehouse buildings (within use Classes B1(b), B1(c), B2 and B8) on this site as well as the formation of a new access, parking, associated landscaping and new riverside open space.

The current scheme seeks to make amendments to that previously approved under permission 14/00511/OUTM through changes to the design and layout. The current proposal seeks to create four buildings with smaller sized units (12 in total) as opposed to a three building layout with larger units as previously approved.

Each unit will have its own loading bay. A total of 137 car parking spaces will be provided, including 10 disabled spaces. Bicycle and refuse storage will be provided within the service areas provided between the proposed buildings.

Access to the site will be provided via a single, bellmouth junction onto the new link road that is currently under construction.

Relevant planning history

The parcel of land to which this application relates forms part of the wider Watford Health Campus site. The redevelopment of the Watford Health Campus site (or parts of) has been under consideration for a number of years. In 2001, two inter-linked planning applications were submitted for the regeneration of the Cardiff Road Industrial Estate and surrounding area.

These applications were granted planning permission in 2002 but were never implemented. Opportunities for a wider, more beneficial holistic redevelopment project became apparent and as a result the independent development of the Cardiff

Road Industrial Estate was not pursued.

In 2007, an outline application was submitted for a new masterplan for the redevelopment of a larger site comprising Watford General Hospital, Cardiff Road Industrial Estate, the former Carriage Sheds site off Wiggenhall Road and Oxhey Park playing fields, an area of 26.4 hectares (65.2 acres):

Ref. 07/00958/OUTM – Outline planning permission for the development of a mixed use Health Campus comprising major acute hospital (Class C2), office and research facilities (Class B1), retail, financial and restaurant uses (Class A1, A2 and A3), hotel (Class C1), residential (Class C3), clinics, creche and nursery (Class D1), formal leisure facilities (Class D2), combined heat and power plant, lake and informal leisure facilities, access road and bridge from Wiggenhall Road and link road from Dalton Way.

This application was considered by the Development Control Committee in December 2007 and May 2008 and was granted outline planning permission in July 2010 following the completion of a Section 106 agreement.

Due to the difficult economic conditions since this planning permission was granted and the changing requirements of the West Hertfordshire Hospitals NHS Trust (WHHT) the approved masterplan underwent a fundamental reconsideration in order for a new masterplan to be formulated that was capable of being delivered. In 2012, Kier Project Investment Limited was selected as the preferred bidder to join the Council in the establishment of a Local Asset Backed Vehicle (LABV) to deliver the new Health Campus project. In September 2013 an application was submitted for a new access road to serve the future Health Campus development:

Ref. 13/00971/FULM – Demolition of existing Cardiff Road Industrial Estate buildings and structures, construction of a new hospital access road (comprising the Access Road and Link Road) between Dalton Way and Willow Lane comprising new carriageway, footpaths and cycleways, new railway over-bridge (vehicular and pedestrian/cycle), formation of new

road junctions with Dalton Way, Willow Lane and Wiggerhall Road, embankments, drainage works, ground remodelling and flood compensation works, landscaping (permanent and interim), retention of temporary hospital car parking and provision of replacement temporary hospital car parking areas (temporary access via Vicarage Road) construction compounds, soil remediation facility, utilities and other ancillary works.

This application was granted planning permission by Members at Development Control Committee in December 2013. Following this approval, a subsequent application for the new Health Campus masterplan was submitted in April 2014:

Ref. 14/00511/OUTM – Hybrid planning application for the development of a mixed-use health campus accessed from the approved Access Road comprising:

1. Outline element for the construction of new hospital/healthcare accommodation, together with business, retail, office, food and drink, hotel, and leisure uses, and up to 681 new dwellings, safeguarding of land for the expansion of Laurance Haines primary school, new public spaces, play space and landscaping, associated car parking, access roads, footways and cycleways.
2. Detailed element (business area south) for the construction of three industrial business units together associated vehicle and cycle parking, site landscaping and the creation of a new wildlife area.

This application received a resolution to grant planning permission by the Development Control Committee in September 2014 subject to the agreement of the content of and the completion of a s.106 planning obligation. The content of the s.106 was agreed by Development Control Committee and planning permission was subsequently granted on 6th January 2015.

A separate outline planning application was also submitted in April 2014 for the Farm Terrace Allotments site:

Ref. 14/00512/OUTM – Outline planning application for redevelopment of Farm Terrace allotment land for the construction of new hospital/healthcare accommodation and up to 69 new residential dwellings, together with new public spaces, landscaping, new car parking, access roads, footways and cycleways accessed from both the approved Access Road and existing Cardiff Road.

This application is currently being held in abeyance subject to confirmation of the appropriation of the allotments for planning purposes by the Secretary of State.

Ref. 15/00727/FULM – Excavation and creation of permanent piling mat to building platform; Excavation and creation of the landforms (external to the location of the buildings) including the attenuation pond, drainage outfall to the river and all associated retaining walls. This application was granted planning permission by Members at Development Control Committee in August 2015.

Ref. 15/01476/ADV – Consent to display 19no Panatrim Fascias, 1no freestanding estate name sign, 1no freestanding directional estate sign and 1no temporary freestanding marketing sign. This application was pending consideration at the time of writing this report.

Relevant Policies

National Planning Policy Framework (NPPF)

Paragraph 17 Core planning principles

Section 1 Building a strong, competitive economy

Section 4 Promoting sustainable transport

Section 7 Requiring good design

Section 8 Promoting healthy communities

Section 10 Meeting the challenge of climate change, flooding and coastal change

Section 11 Conserving the natural environment

**Hertfordshire Waste Core Strategy and Development Management Policies
Document 2011-2026**

1 Strategy for the Provision for Waste Management Facilities

1a Presumption in Favour of Sustainable Development

2 Waste Prevention and Reduction

12 Sustainable Design, Construction and Demolition

Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

Watford Local Plan: Core Strategy 2006-31

SS1 Spatial Strategy

SPA3 Health Campus

IP1 Croxley Rail Link

SD1 Sustainable Design

SD2 Water and Wastewater

SD3 Climate Change

SD4 Waste

EMP1 Economic Development

T2 Location of New Development

T3 Improving Accessibility

T4 Transport Assessments

T5 Providing new Infrastructure

INF1 Infrastructure Delivery and Planning Obligations

UD1 Delivering High Quality Design

UD2 Built Heritage Conservation

GI1 Green Infrastructure

GI3 Biodiversity

Watford District Plan 2000 (saved policies)

SE7 Waste, Storage, Recovery and Recycling in New Development

SE20 Air Quality
SE22 Noise
SE23 Light Pollution
SE24 Unstable and Contaminated Land
SE26 Watercourses
SE27 Flood Prevention
SE28 Groundwater Quality
SE36 Replacement Trees and Hedgerows
SE37 Protection of Trees, Woodlands and Hedgerows
SE39 Tree and Hedgerow Provision in New Development
T21 Access and Servicing
T22 Car Parking Standards
E1 Employment Areas
E2 Employment Use Outside Identified Employment Areas
E5 Environmental Considerations

CONSULTATIONS

Neighbour consultations

Letters were sent to a total of 37 addresses that lie within close proximity of the site. No representations have been received.

Site Notice

Site notices placed. Expired on 2nd October 2015. No responses received.

Press Notice

A notice was published in the Watford Observer. Expired on 2nd October 2015. No responses received.

Statutory consultations

Local Highway Authority (Hertfordshire County Council Highways)

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Decision: Hertfordshire County Council (HCC) has no objection to the proposed development subject to the conditions detailed below, which were associated with the previously approved hybrid application.

Conditions

1. Prior to the first occupation of the development hereby permitted the vehicular access shall be constructed in accordance with drawing 1567-TP3-01 Rev D to be agreed in writing with the Local Planning Authority, in consultation with the Highway Authority.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety.

2. Construction of the development hereby permitted shall not be commenced until detailed plans of internal layout and car parking areas are submitted and approved by the Local Planning Authority and the Highway Authority.

Reason: To minimise the impact on the local road network. To ensure that the internal roads and other layouts are built to the required standards.

3. The construction of the development hereby approved shall not commence until details of construction vehicle movements and construction access arrangements are submitted as part of the Construction Management Plan to and approved by the Highway Authority.

Reason: To ensure that the impact of the traffic associated with the construction and use of the development on the free and safe flow of traffic is minimised.

4. From first occupation to throughout the lifetime of the development the applicant shall adopt necessary measures to comply with the approved Framework Travel Plan. An annual monitoring report shall be provided.

Reason: To promote alternative modes of transport.

5. Prior to commencement of construction of the development hereby permitted, details of all materials to be used for hard surfaced areas within the site, including roads, driveways and car parking areas, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the internal roads and other layouts are built to the required standards.

6. Before commencement of site works, the method of washing of vehicle wheels exiting the site shall be agreed in writing as part of the Construction Management Plan with the planning authority and the agreed method shall be operated at all times during the period of site works.

Reason: In the interest of highway safety and visual amenity.

7. All areas for parking and storage and delivery of materials associated with the construction of this development shall be provided as part of the Construction Management Plan within the site on land which is not public highway and the use of such areas must not interfere with the use of the public highway. Reason: In the interests of highway safety

Informatives

1) Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain i) their permission/ requirements regarding access for vehicles involved in the construction of the new roads; ii) a condition survey of any adjacent highways which may be affected by construction vehicles together with an agreement with the highway authority that the developer will bear all costs in reinstating any damage to the highway.

2) Works to be undertaken on the adjoining Highway will require an agreement with the highway authority. Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain their permission and

requirements. This is to ensure that any works undertaken in the highway are constructed in accordance with the specification of the highway authority and by a contractor who is authorised to work in the public highway.

3) Roads to remain private: The applicant is advised that all new internal roads and car parking areas associated with this development will remain unadopted and the developer should put in place a permanent arrangement for their long term maintenance. At the entrance to these private areas all road name plates should indicate their private status to inform users of their status and purchasers of their future maintenance liabilities. Further information is available via the web page <http://www.hertsdirect.org/services/transtreets/highways/info/roadadopting/> or by telephoning 0300 1234047.

Despite the above, the Local Highway Authority had recommended that a revised swept path analysis be provided by the applicant to demonstrate that acceptable manoeuvring space in the car parking area could be achieved. The applicant has provided further information and the Local Highway Authority provided the following comments dated 9th November 2015:

The additional information provided by the applicant is suitable.

HCC previously provided comment on application 15/01246/FULM Wiggshall Road Goods Yard. HCC had no objection to the proposal subject to conditions which were associated with the previous hybrid application.

However, as stated below HCC raised concerns that it was unclear from the swept path analysis provided how the FTA 10m Design Rigid vehicles will access the eastern side of the site. The applicant has since resubmitted an additional swept path analysis which demonstrates that it is feasible for FTA vehicle to access the eastern side of the site. This removes the concern raised by HCC.

Additionally, HCC requested a swept path analysis to demonstrate that standard vehicles will be able to access the parking bays proposed within the internal layout. The applicant has responded by providing justification that the loading bays will not be used for long term parking and will therefore not restrict the standards vehicles from accessing these bays. This removes the concern raised by HCC.

Arboricultural Officer

The proposals in terms of tree retention, new landscaping and management proposals for landscape management are considered acceptable.

Natural, Historic & Built Environment Advisory Team (Hertfordshire County Council)

No comments received.

Contaminated Land Officer

Environmental Information Report:

The Environmental Information Report details the previous relevant applications including 15/00727/FULM, to which Joanne Nelson provided comments on 15 July 2015 as follows:

'I have read the Remediation Strategy, Watford Health Campus, Business Area south, written by Lucy Ford, AECOM Ltd, dated May 2015 ref: 60288684/BAS-RS/LF/IW_0, for the above site and concur with the proposals contained therein. The contaminated land officer will require confirmation that the remediation has been undertaken in accordance with the approved strategy. The officer will also require actual validation results to verify that all works are complete in line with the above proposals.'

In respect of the earthworks application 15/00727/FULM, the report states that this was the site of a concrete crusher and waste transfer site (Atlantic Trailers). According to AECOM 24,000 cubic metres of stockpiled material was left at the site following their vacation. It is intended to retain this material on-site, re-use it and spread this over the area of the site to the required landform levels, increasing land levels.

The current application relates to the buildings and overall landscaping for the Business Area South. The application is for the construction of 4 business units together with the formation of a new vehicular access linked to the new access road, associated vehicle and cycle parking, soft landscaping and the creation of a new wildlife area, together with utilities infrastructure and other ancillary works.

The Environmental Information Report outlines the possible effects on the environment not previously assessed as part of the hybrid application (14/00511/OUTM).

In respect of soils, geology, contaminated land and groundwater the following were identified:

Summary of changes affecting soils, geology, contaminated land and groundwater

The general principle of the proposed work activities (building construction, landscaping etc) and the proposed end use have not materially altered between the consented scheme and this revised application. The largest perceived impact upon soils, geology and contaminated land will be associated with the earthworks stage of the development which will provide a development platform in readiness for the current application. These effects were assessed as part of the earthworks application. The current application will provide the remaining mitigation measures which fall under the term 'remediation by design' (e.g. landscaped cover system, ground gas protection measures etc) as previously assessed in the WHC Environmental Statement. The alterations to the development (changes to building number and configuration) will not greatly influence the assessment of impacts.

Residual impacts

Remediation by design will be undertaken by the developer which should address any residual effects to future site users, including the installation of the cover system to make the site 'suitable for use' under CLR 11. This will be achieved via a planning approved Remediation Strategy and Close Out Report.

This application follows on in close succession from the earthworks application. In the case that the current application experiences delays it is recommended that any changes

in site condition over the intervening period which could affect the conceptual site model (e.g. spillages / changes to environmental setting) are re-assessed.

Conclusion

The proposed changes are not considered to be significantly different and no new sensitive uses are introduced from the consented scheme and therefore the assessment of effects and mitigation measures previously assessed in the WHC Environmental Statement are considered to remain valid.

Remedial Strategy:

The report outlines the following remedial objectives:

Remedial Objective 1 - Soft landscaping:

Ensure soils used in the new soft landscaping do not pose a risk to long-term to human health or controlled waters.

Earthworks will create external levels.

Proposed thickness of topsoil 150mm in areas of meadow planting and 450mm within areas of native woodland.

Recommended where practicable a total engineered cover system of 450mm is installed, which is verified as 'clean'.

In areas where only 150mm of topsoil is due to be placed and where original topography will not have been significantly altered during the earth works application, it is recommended that the underlying subsoils are sampled on a systematic grid (proposed 25m³) to ensure that they can remain in-situ. Further risk assessment required if exceedances of screening values identified as may not be practical to remove these soils. Alternative proposal is the installation of a membrane to create a physical separation layer prior to import of 150mm topsoil in the meadow area.

Soils for use within the cover system (site-won and imported) proposed to be sampled every 20m³ or lorry load whichever is greatest, and concentrations compared against the screening criteria.

Remedial Objective 2 - Asbestos

Ensure safety of workers and adjacent site users during construction. Ensure asbestos impacted soils are appropriately processed for off-site disposal.

Earthworks will create external levels.

Remediation criteria for this subsoil has a maximum permissible asbestos content of 0.1% with the proviso that the material will be covered by 450mm of clean topsoil.

Asbestos specialist to oversee excavations.

Dust suppression to minimise the risk of producing airborne fibres.

Prevention of asbestos-contaminated water leaving the site/evaporating and releasing fibres.

Provision of decontamination facility and appropriate PPE.

Decontamination of vehicles.

Airborne monitoring of fibre concentrations.

Visual inspection of earthworks for signs of asbestos.

Site secure to prevent trespass.

Correct disposal of asbestos with audit trail.

Remedial Objective 3 - Buried Concrete

This is a geotechnical concern.

Remedial Objective 4 - Potable Water Pipes

Ensure the chemical quality of the soils and groundwater on-site is verified before the installation of potable water pipes.

Visual inspection of water/drainage excavations for contamination.

Adopt discovery strategy if contamination suspected.

Construct water pipework/drainage in line with the specified method of construction, backfill and materials.

Photographic evidence of installation.

Record of materials used.

Record of any deviations from proposed install.

Remedial Objective 5 - Ground Gas

Implementation of gas protection measures in accordance with detailed structural design.

Implement confined spaces entry, (if required), for the health and safety of construction workers.

Based on limited monitoring, Characteristic Situation 2 protection measures are proposed.

Report states that 'on the basis of the available results preliminary design of the commercial units has commenced adopting products such as a Proctor GM membrane and Provoid 25, or similar. This product is for use on high risk characteristic sites and the geocomposite provides a void beneath floor slabs which, when connected to air inlets and outlets, allows sufficient air changes to dilute gases to safe concentrations. The use of this system would create suitable mitigation up to CS-5 which is considered more than adequate for the Conceptual Site Model.'

Remedial Objective 6 - Foundations

This is an Environment Agency concern.

A discovery strategy and verification strategy are also included.

Comments:

I have concerns that the proposed cover system will not be adequately protective of human health in relation to the retention of asbestos-containing soils (with asbestos concentrations pertaining to that of hazardous waste).

Verification of the cover system must be undertaken in line with the Council's guidance, (attached).

Ground gas protection measures must equate to a minimum of Characteristic Situation 2.

As further justification and remedial and validation works are required, I recommend that the contamination condition be attached should planning permission be granted.

Environment Agency

We request that the informative below is added to any planning permission granted.

Further to AECOM's letter dated 8 July and our response to the preliminary works on this area of the site (your reference: 15/00727/FULM; our reference: NE/2015/123045/01-L01), we are satisfied that this application is intrinsically linked with the Highway Infrastructure Works permission 13/00971/FULM and its associated conditions. We are happy with the proposals and have no further comments to make on this application.

Informative

Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the River Colne, designated a 'main river'. This consent is separate to and in addition to any planning permission granted. Please note it can take up to 2 months to grant consent from an application being received. Application forms and guidance are available on the GOV.UK website:

<https://www.gov.uk/government/publications/flood-defence-consent-england-and-wales>.

Network Rail

The above proposal has a red line boundary that includes the demarcation agreement (DA0232/RT) – therefore the developer should abide by the terms of the demarcation agreement. The road is being built as part of a CPO.

Any land ownership issues are being dealt with by our Operational Property team.

Whilst the land is described as disused it is shaded green on our geospatial map – which represents operational land. However, rail standards and asset protection issues would be led TfL / LUL, we are led to believe.

Herts & Middlesex Wildlife Trust

No comments received.

Hertfordshire Ecology

Croxley Green Junction Sidings (known locally as the Carriage Sheds site) is a Local / County Wildlife Site (LWS). As far as I am aware, it was last surveyed in 1996 and is described as an area of diverse and species-rich rough grassland with birch and willow scrub. The River Colne and backwater margins have good marginal vegetation of Reed sweet-grass, Branched bur-reed, Unbranched Bur-reed, Common Club-rush and Bulrush. There are also extensive areas of Rat's-tail fescue. The fungus Lactarius hirstuum can be found on the sandy ground by the birch scrub. The habitat particularly by the river is important for invertebrates.

Previous concrete crushing activities on site had encroached a little way into the LWS however there are still significant areas of woodland, scrub and riparian habitats remaining. Adventive herbs and buddleia scrub is encroaching.

The LWS should not be considered a constraint to development and management to enhance the wildlife interest should be incorporated in to the development scheme.

The site has reportedly degraded in quality through lack of management since the LWS status was recognised in 1997, and an Ecological Mitigation and Management Plan (by Aecom Ltd, dated August 2015) has been produced to address this. A range of measures to enhance biodiversity within the area and possibly the adjoining landscape areas are proposed, and are also outlined in the Environmental Information Report (Aecom Ltd, dated August 2015).

The Design and Access Statement mentions that trees, shrubs and foliage planting are proposed as part of the landscape scheme and concentrates to the south and west of the proposed new buildings. A private 'Wildlife Area' is proposed south and west of the new Industrial Units to enhance biodiversity on the site (section 4.12). The same section mentions a former County Wildlife Site; however this Wildlife Site still exists although the boundary has been reduced and revised to account for the area lost or irreversibly degraded.

The LWS site will remain as a recognised non-statutory Wildlife Site until proven otherwise. This would require sufficient survey data provided to the LWS Ratification Panel to enable an informed decision to be made.

I would like to see the (remaining) Local Wildlife Site re-surveyed using the LWS survey guidelines, which are available from the LWS Officer based at the Herts & Middlesex Wildlife Trust (there is a team of experienced volunteer LWS surveyors if required). If it site still meets LWS status, it should ideally be managed appropriately to maintain and enhance its interest.

Mention is made of improving the quality of the LWS by recovering its former value. Unfortunately, I have not seen details of any long-term management plan or responsibility but these may be described in the Landscape Installation and Maintenance construction package and the Landscape Management plan - which I hope to see shortly and may lead to revised comments as necessary. Notwithstanding, I would prefer not to see seed mix used on grassland and wetland areas within the LWS. Management to clear encroaching scrub to allow natural re-generation of herb species within the seedbank is preferable.

External lighting

Downward pointing metal halide luminaires have been specified in the External Lighting report (Aecom Ltd, dated 7 August 2015). Unfortunately metal halide lamps are not regarded as 'bat friendly'. Although this should not be regarded as a reason for refusal, I would prefer to see low pressure or high pressure sodium lamps instead of metal halide or

mercury lamps. Lamps with a warm-white light and low UV are better for wildlife than blue-white light with high UV, as they attract fewer moths and other insects on which bats feed. Light should be directed downwards and only where it is needed to minimize sky glare / light spill and to avoid lighting boundary vegetation - to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites. I trust these comments are of assistance.

Hertfordshire County Council Waste and Minerals

No comments received.

Hertfordshire County Council Development Services

I refer to the above mentioned application and am writing in respect of planning obligations sought by the County Council towards fire hydrants to minimise the impact of development on Hertfordshire County Council Services for the local community. Based on the information provided to date for the erection of twelve industrial units we would seek the provision of fire hydrant(s), as set out within HCC's Planning Obligations Toolkit.

The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. HCC therefore seek the provision of hydrants required to serve the proposed buildings by the developer through standard clauses set out in a Section 106 legal agreement or unilateral undertaking.

Buildings fitted with fire mains must have a suitable hydrant provided and sited within 18m of the hard-standing facility provided for the fire service pumping appliance.

The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22). In practice, the need for hydrants is determined at the time the water services for the development are planned in detail and the layout of the development is known, which is usually after planning permission is granted. If, at the water scheme design stage, adequate hydrants are already available no extra hydrants will be needed.

The Section 106 template documents appended to the Toolkit include the standard planning obligation clauses. However, since this document was published this wording has been amended as set out in the attached document.

Justification

Fire hydrant provision based on the approach set out within the Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements) document, which was approved by Hertfordshire County Council's Cabinet Panel on 21 January 2008 and is available via the following link:

www.hertsdirect.org/planningobligationstoolkit

In respect of Regulation 122 of the CIL Regulations 2010 the planning obligations sought from this proposal are:

(i) Necessary to make the development acceptable in planning terms.

Recognition that contributions should be made to mitigate the impact of development are set out in planning related policy documents. The NPPF states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Conditions cannot be used cover the payment of financial contributions to mitigate the impact of a development (Circular 11/95: Use of conditions in planning permission, paragraph 83). The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22).

(ii) Directly related to the development;

Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

(iii) Fairly and reasonable related in scale and kind to the development.

Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

A Section 106 legal agreement would be the County Council's preferred method of securing fire hydrants. However, it is recognised that Watford Borough Council is intending to scale back the use of such agreements. If a Section 106 agreement is not otherwise anticipated for this development we would seek the inclusion of a condition to the planning permission. We would propose wording as indicated below:

"Detailed proposals for the fire hydrants serving the development as incorporated into the provision of the mains water services for the development whether by means of existing water services or new mains or extension to or diversion of existing services or apparatus shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and in accordance with the approved details thereafter implemented prior to occupation of any building forming part of the development."

Natural England

Natural England has no comments to make on this application.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

Lead Local Flood Authority (Hertfordshire County Council)

The comments of the Local Lead Flood Authority (LLFA), dated 28th September 2015, are outlined below:

We object to the planning application as the submitted Technical Note provides insufficient information. It does not provide the following to demonstrate there will be no increase in flood risk to the site and the surrounding area:

- *Detailed drainage plan showing the location of all SuDS measures, pipe runs and the proportions of the site draining to which areas.*
- *Details of how the roads and car parking will be drained ensuring that there will be at least 1 more treatment stage prior to discharge into the attenuation pond (2nd treatment stage).*
- *Supporting surface water drainage calculations for all rainfall events up to and including the 1 in 100 year + 20% for climate change*
- *Confirmation that there will be no flooding from the proposed drainage system during and up to the 1 in 30 year event*
- *Confirmation that any surcharging of the drainage system above the 1 in 30 year event can be catered for within the site without increasing flood risk to the site and the surrounding area, annotating these areas on a site plan.*
- *Justification of the use of the SuDS Hierarchy- We note that there will be a pond which will cater for both pluvial and fluvial flood storage and will offer 1 treatment stage. However as this site is draining into the Main River Colne, it should be ensured there is sufficient treatment of run-off from roads and car parking by providing a minimum of 2 treatment stages. A justification should be provided to demonstrate that all possible SuDS measures have been considered and any constraints with their use.*

For further guidance on the level of information we require for this type of application, our developer's checklist can be found here

<http://www.hertsdirect.org/services/envplan/water/floods/surfacewaterdrainage/developerguide/>

Should the applicant submit a revised assessment, please formerly consult us on this information by sending it to FRMConsultations@hertfordshire.gov.uk and we will respond to you within 21 days from receipt of the consultation.

If the applicant wishes to consult us directly they will need to submit a pre-app request form, details of how to do this and the associated fee can be found here:

<http://www.hertsdirect.org/services/envplan/water/floods/surfacewaterdrainage/>

In light of the above, the applicant provided additional information which was forwarded to the LLFA for review on 29th October 2015. Having reviewed the additional information, the LLFA provided the following comments dated 9th November 2015:

In response to the Aecom Technical note dated 28 October 2015 reference 60288684, we can confirm we have no objections to the proposed development on flood risk grounds.

Due to constraints within the development site as discussed within the Technical Note, the proposed surface water drainage scheme is not able to provide a SuDS management train approach by implementing source control measures within the development site. The drainage from the site will be discharged to a large attenuation pond prior to the discharge into the River Colne at a pre-development greenfield discharge rate of 5l/s. Based on this and the detailed surface water drainage calculations the applicant has demonstrated there will be no increase in surface water runoff into the River Colne and no on site flooding up to the 1 in 100 year + climate change rainfall event.

However LPA will need to be satisfied that sufficient water quality treatment has been provided in accordance with the Water Framework Directive to ensure there will be no detrimental impact to the River Colne's water quality and ecological status. For development sites utilising extensive parking areas with an industrial use, we would

recommend the minimum use of 2 SuDS treatment stages. The current proposals provides 1 treatment stage via the pond. The proposed petrol interceptors are not considered a 'treatment' stage as they are implemented for regulatory purposes as a pollution prevention measure and rely on regular maintenance to be cleared out.

The LPA should satisfy itself that the proposed drainage scheme will be adopted and maintained for its lifetime.

We therefore recommend the following condition should planning permission be granted:

The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s) as detailed in the Aecom Technical note dated 28 October 2015 reference 60288684 and drainage layout plan 60288684-INF-SK169 submitted with this application are implemented and secured by way of a planning condition on any planning permission.

LLFA Condition

The development permitted by this planning permission shall be carried out in accordance with the approved Aecom Technical note dated 28 October 2015 reference 60288684 and drainage layout plan 60288684-INF-SK169 and the following mitigation measures detailed within the FRA:

- 1. Limiting the surface water run-off generated by the critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.*
- 2. Restricting the overall discharge to the pre-development run-off rate of 5l/s*
- 3. Implementing a regional attenuation/ flood storage pond to attenuate the additional surface water volume generated by the development site.*

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or

within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

- 1. To prevent flooding by ensuring the satisfactory disposal of surface water from the site.*
- 2. To prevent flooding by ensuring the satisfactory disposal of surface water from the site.*
- 3. To prevent flooding by ensuring the satisfactory storage of surface water from the site.*

Hertfordshire Constabulary Crime Prevention Design Service

Secured by Design part 2 physical security: To alleviate any concerns regarding security for the proposed development, I would look for the development to be built the physical security of Secured by Design part 2, which is the police approved minimum security standard. This would involve:

- Gates for any perimeter security to LPS 1175:issue 7, SR2 or STS 202:BR2.*
- Security bollards to BS PAS 68:2013 or bollards not required to protect against vehicles to BS 170-1*
- Roller shutters if providing vehicle access to LPS 1175: Issue 7, SR2 od STS 202 BR2, or Sold Secure, or otherwise to LPS 1175: issue 7, SR1 or STS 202: Issue 3, BR 1.*
- External doors to BS PAS 24:2012 or LPS 1175: Issue 7, SR2 or STS 201 or STS 202: Issue 3, BR2*
- External ground floor or easily accessible windows to BS PAS 24:2012 or STS 204 Issue 3:2012 or LPS 1175 Issue 7:20110 SR1 or LPS 2081 Issue 1:2014 SRA and glazing to incorporate one pane of laminated glass to a minimum thickness of 6.4mm*

These standards are entry level security and meet the Secured by Design part 2 physical security standard. Building to the physical security of Secured by Design, which is the police approved minimum security standard, will reduce the potential for burglary by 50%

to 75%. I would encourage the applicants to seek Secured by Design certification to this standard when it is built.

- *CCTV: I would recommend CCTV to cover the new development as part of the overall management of the site as well as security for the buildings and to deter theft from vehicles parked outside the units.*

Otherwise I am content with the application.

I hope the above is of use to you in your deliberations and will help the development achieve that aims of the National Planning Policy Framework (NPPF).

- *69 – re safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.*

& the National Planning Practice Guidance (NPPG) under ‘Design’

- *010 – re Sec 17 of the Crime and Disorder Act 1984 – to prevent crime & disorder.*
- *011 – re planning promoting appropriate security measures.*

& policy UD1 of Watford Core Strategy

Thames Water

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is

deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Supplementary Comments

Please supply foul water point of connection to the public sewer system.

APPRAISAL

In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:

- (a) *Watford Local Plan: Core Strategy 2006-31 (adopted January 2013)*;
- (b) the continuing “saved” policies of the *Watford District Plan 2000*;
- (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026*; and
- (d) the Hertfordshire Minerals Local Plan Review 2002-2016.

Principle of development

Policy SPA3 (Health Campus) of the Watford Local Plan Core Strategy 2006-31 has as its objective:

“To deliver a major mixed use development project providing a new quarter for west Watford which seeks to provide new housing, jobs and community facilities with the catalyst of a significantly enhanced new acute hospital. This new quarter will be integrated seamlessly with the existing surrounding neighbourhoods, will enhance the local services and amenities for the existing local communities in west Watford and is expected to provide in the order of 1,000 to 1,900 new jobs.”

The policy also sets out the requirements for the Health Campus SPA as follows:

- Improved major acute hospital providing new facilities for patients and staff.
- Residential development (at least 500 new homes) including affordable housing.
- Commercial office development.
- Local centre shops and community facilities.
- Leisure facilities including the support of Watford Football Club as an important local asset.

- New combined heat and power plant.
- New road access arrangements to alleviate congestion on Vicarage Road and site circulation improvements to assist walking and cycling.
- Traffic signaling improvements to Junction 5 of the M1 motorway.
- Improved quality and quantity of green infrastructure.
- A primary school.

The new development should also be of high quality design, making the most of opportunities for energy conservation, renewable energy provision and water recycling; maintain and add to open space for recreational and biodiversity purposes; provide local employment opportunities and affordable and key worker housing; and be designed to reduce flood risk.

The principle of developing this site, as part of the wider Watford Health Campus project, was accepted under the previous hybrid application 14/00511/OUTM which was granted planning permission in January 2015. The plans approved under this earlier permission had shown mixed industrial and warehousing floorspace to be provided on site in the area known as Business Area South. The current proposal reflects the original objectives of the hybrid application in that the site will be used to accommodate new industrial/warehouse units. The works proposed under this application do not compromise the objectives of the original scheme. In this respect, the proposal will help facilitate the first phase of the Health Campus development following the commencement of the highway infrastructure works and therefore can be seen to meet the objectives of Policy SPA3.

Design and impact on visual amenity

From the first half of the twentieth century up to the mid-1980s, the site had been occupied by substantially-sized railway carriage sheds. When these sheds were removed the site was left in a fairly poor physical state and did not offer an attractive environment. The more recent uses to have occupied the site including the concrete crushing facility and goods storage did not contribute positively to the character or appearance of the site or the wider visual amenity of the area. The Health Campus development, to which this

development forms a part of, has provided the opportunity for some enhancements to be made to the physical environment in this location.

The new buildings will incorporate a simple, utilitarian design which is considered suitable for their intended use. They will each cover a rectangular footprint and feature a hipped roof. A combination of silver, grey and blue metal cladding will provide the finish for the external walls of the building. The use of different colours and the combination of flat-surfaced and profiled cladding panels will ensure that visual interest is achieved. The buildings' elevational treatment will be further enhanced through the use of glazing focused around the primary entrances and the corners. The fenestration will not only help to break up the mass of the building and provide a contrasting relief for the elevations but will also help to create an active frontage to the new road.

The site occupies a parcel of land that is separated from other neighbouring buildings and which is bounded by the River Colne, Wiggshall Road, the railway and the route of the new link road. Given the separation provided between the site and the nearest neighbouring buildings, it is considered that the buildings will not appear unduly prominent when viewed from the public realm.

Impact on neighbouring amenities

It is considered that the proposed scheme will result in no significant harm to the amenities of neighbours. The site has been occupied by a number of commercial and industrial uses for many years, including a concrete crushing plant, which have in themselves, generated noise and dust. While some noise will be generated by the use of the units and the activity surrounding them, this could not be deemed unacceptable or unexpected for the site given its allocation for industrial units within the Health Campus masterplan.

At the time of writing, no objections had been received from occupiers of nearby buildings and businesses. The nearby businesses that occupy those premises at the Wiggshall Industrial Estate to the north of the site will be able to continue to function and carry out

their commercial activities whilst the works take place and when the new buildings are completed and in use.

The nearest residential property to the site is located some 35m away. The proposed buildings will not reduce the amount of natural light received by neighbouring properties and will not affect neighbours' outlook given their size and the separation distance provided between the site and these properties.

Landscaping and impact on trees

At present, the main central part of the site has been cleared and does not encompass any mature trees. It is acknowledged that there are some mature trees located close to the river, however, the proposed works will generally avoid these. The Council's Arboricultural Officer has been consulted and has confirmed no objection to the proposal.

The new buildings will be surrounded by hard and soft landscaping that has been designed to complement the layout of the development. New planting will be put in place along the northern and eastern boundaries of the site and within the parking areas – helping to soften the appearance of the development and break up the expanse of hard surfacing. The existing belt of trees located along the southern boundary will also be retained.

The new wildlife area will be created within the southwestern end of the site and this will not be occupied by any buildings. As such, it will have the characteristics of a natural environment and will help provide a buffer between the river and the new buildings.

Access, parking and transportation

Access

Access to the site will be provided via a single, bellmouth junction onto the new link road that is currently under construction. This is a similar arrangement to that approved under

the hybrid application. The Local Highway Authority has been consulted and has raised no objection to the proposed access arrangement.

Within the site, adequate space will be provided to ensure that vehicles are able to manoeuvre with ease and convenience. This will allow these vehicles to enter and leave the site in a forward gear reducing any potential conflict with the adjoining highway network.

Servicing

Service yards are to be located in between the buildings and these have been designed to accommodate rigid axle lorries. While it is not anticipated that large volumes of heavy goods vehicles will enter the site, there will be sufficient space to allow these types of vehicles to manoeuvre were they required to enter the site.

Car parking

A total of 137 car parking spaces will be provided on site. This includes 10 spaces allocated for disabled parking which are located close to the building entrances.

The site lies within Car Parking Zone 4 as detailed within Appendix 2 of the Watford District Plan 2000. The parking standards dictate that, within Zone 4, a maximum of 1 space should be provided per 40m² gross floor area. The gross floor area of the development is 6,241m² which would allow a maximum provision of 156 parking spaces. The proposed parking provision will remain within the maximum standard, in accordance with saved Policy T22 of the Watford District Plan 2000.

All parking spaces are provided with sufficient space behind them for the manoeuvring of vehicles.

Cycle parking

Provision has been made for covered cycle storage, in accordance with the provisions of saved Policy T10 of the Watford District Plan 2000. This will be provided within the service yard areas.

Section 106 Agreement Deed of Variation

A Section 106 Agreement was completed under application 14/00511/OUTM. This sought to secure, inter alia, financial contributions payable to the County Council towards traffic calming measures on roads surrounding the site, the enhancement of public transport infrastructure, the enhancement of bus services serving the site, junction improvements at Lower High Street/Dalton Way junction and the upgrading of the traffic signal controller at Junction 5 of the M1. It is considered that a deed of variation is required in order to ensure that the current application is bound by the terms of this agreement. The applicant has shown a willingness for this to be completed.

Biodiversity

A substantial proportion of the site comprises a cleared, former industrial area and does not contain any statutory designations for nature conservation. However, the site includes a County Wildlife Site (known as Croxley Green Junction Sidings). The concrete crushing facility that had previously occupied the site had expanded into the Wildlife Site.

Consequently, the ecological value of this Wildlife Site has been compromised in the past by the activities of the former commercial occupiers. Notwithstanding this, the proposal seeks to incorporate a new wildlife area adjacent to the river to enhance biodiversity on the site. The new attenuation pond to be provided as part of the sustainable drainage system for the site will also be able to support reed and marginal wetland planting. A range of measures to enhance biodiversity within the area are proposed, and are outlined in the Environmental Information Report (Aecom Ltd, dated August 2015) and the Landscape & Ecology Management Plan (dated August 2015). The measures set out within the Plan are to be secured by condition.

Hertfordshire Ecology has recommended that the remaining Local Wildlife Site be re-surveyed. Such a requirement was not considered necessary under the earlier

applications and therefore it would not be appropriate or consistent to require this under the current scheme.

An Extended Phase 1 Habitat Survey was submitted with the hybrid application which included an assessment of the habitats across the Health Campus site for their potential to support, and evidence of, protected species. Based on the survey work and analysis already carried out, it can be concluded that the proposed development would not be likely to harm a European protected species.

Downward pointing metal halide luminaires have been specified in the External Lighting report (prepared by Aecom Ltd, dated 7 August 2015). However, Hertfordshire Ecology does not regard these as being 'bat friendly'. The applicant has been encouraged to review the lighting scheme to make it more wildlife friendly and further details of the lighting will be required by condition.

Flood risk and sustainable drainage

The scheme incorporates a number of measures that seek to manage surface water and consequently reduce the risk of flooding both within the site and on adjacent land. These include the provision of an attenuation pond and an outfall to the River Colne as per the earlier scheme approved under permission 15/00727/FULM.

The Lead Local Flood Authority (LLFA) has been consulted. In their comments dated 28th September 2015 (see 'Consultations' section above), the LLFA recommended that the application be refused unless further information on the proposed drainage scheme is provided. In response to this, the applicant has provided a Drainage Strategy which includes a Drainage Layout Plan. This information was sent to the LLFA for comment. The LLFA has since confirmed, in their comments received 9th November 2015, that their objection has been removed and recommend that the proposed drainage strategy be secured by condition.

Water Quality

The LLFA has advised, in its response dated 9th November 2015, that sufficient water quality treatment will need to be provided to ensure that there will be no detrimental impact to the River Colne's water quality and its ecological status. However, the LLFA is responsible for ensuring that suitable drainage is in place to manage surface water. Water quality treatment falls outside of their remit. Instead, it is the Environment Agency who is responsible for ensuring that water quality is suitably protected. In this case, the Environment Agency has been consulted and has raised no concerns regarding the measures proposed for water quality treatment.

Conclusion

The principle of the development has already been accepted under the earlier 'hybrid' application. The development of a new Health Campus has been a long-term strategic objective of the Council that is enshrined in Policy SPA3 of the Core Strategy. The works proposed under this application seek to facilitate the Business Area South development which forms a key component, and the first phase of development of the Health Campus project now that the initial highways infrastructure works have commenced.

Human rights implications

The Local Planning Authority is justified in interfering with the applicant's Human Rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party Human Rights, these are not considered to be of such a nature and degree as to override the Human Rights of the applicant and therefore warrant refusal of planning permission.

RECOMMENDATION

That planning permission be granted, subject to the completion of a deed of variation to the planning obligation completed under application 14/00511/OUTM under section 106 of the Town and Country Planning Act 1990 (as amended) to ensure that the provisions of

this agreement apply equally to the current planning application and subject to the following conditions:

Conditions:

Time Limit

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

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Drawings

2. The development hereby permitted shall be carried out in accordance with the following approved drawings: 1567-TP3-LP-01; 1567-TP3-01 Rev F – amended plan received 26.10.15; 1567-TP3-02 Rev C; 1567-TP3-03 Rev D – amended plan received 06.10.15; 1567-TP3-04 Rev E – amended plan received 16.10.15; 1567-TP3-05 Rev B; 1567-TP3-06 Rev A – amended plan received 13.10.15; 1567-TP3-07 Rev A – amended plan received 10.11.15; 1567-TP3-08; 1567-TP3-09; 351-PA-03 C – amended plan received 10.11.15; 351-PA-05 F – amended plan received 10.11.15; 351-PA-08 B – amended plan received 10.11.15; 351-PA-060 C – amended plan received 10.11.15; 351-PA-061 E – amended plan received 10.11.15; 351-PA-062 E – amended plan received 10.11.15; 351-PA-070 C – amended plan received 10.11.15; 351-PA-071 E – amended plan received 10.11.15; 351-PA-101 F – amended plan received 10.11.15; 351-PA-102 F – amended plan received 10.11.15; 351-PA-DW01(1) B; 351-PA-DW01(2) B; 351-PA-DW01(3) B; 351-PA-DW02 B; 351-PA-DTP01(1) C – amended plan received 10.11.15; 351-PA-DTP01(2) A.

Reason: For the avoidance of doubt and in the interests of proper planning.

Hours of Construction

3. Construction of the development hereby permitted shall not take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays and not at all on Sundays and Public Holidays.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed, pursuant to Policy SE22 of the Watford District Plan 2000.

Construction Environmental Management Plan

4. No development shall commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This Plan shall include (but not exclusively) details of the operation of the Considerate Contractors Scheme; a contact procedure for complaints; the routing of construction vehicles; details of parking and storage and delivery of materials associated with the construction of this development; the management of deliveries to avoid peak times; the management of contractors parking; hours of noisy operation; hours for deliveries; air, noise and dust monitoring around the boundaries of site; the siting and demarcation of compounds within the site; safe access to site offices; and wheel washing facilities at all exits from the site. The Plan as approved shall be implemented throughout the period of works unless otherwise agreed in writing by the Local Planning Authority.

Reason: To minimise the impacts of site preparation and construction activities on surrounding properties, the local environment and the local highway network during the time the development is being undertaken. This is a pre-commencement condition as these details need to be agreed with the Local Planning Authority before the works commence.

Land Contamination

5. All remediation or protection measures identified in the Remedial Strategy (Second Planning Stage – Building Development) – prepared by AECOM (dated August 2015), with the exception of those relating to the cover system and ground gas protection measures (see Condition below), shall be fully implemented and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.

For the purposes of this condition a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.

Reason: To ensure that the issue of contamination is adequately addressed and to protect the water environment, in accordance with Policies SE24, SE26 and SE28 of the Watford District Plan 2000 and Policy SD1 of the Watford Local Plan Core Strategy 2006-31.

6. Notwithstanding the information already submitted, no development shall commence until further details of the cover system and ground gas protection measures have been submitted to and approved in writing by the Local Planning Authority. The measures shall be fully implemented only in accordance with the details approved under this condition.

Reason: To ensure that the issue of contamination is adequately addressed and to protect the water environment, in accordance with Policies SE24, SE26 and SE28 of the Watford District Plan 2000 and Policy SD1 of the Watford Local Plan Core Strategy 2006-31.

7. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the issue of contamination is adequately addressed and to protect the water environment, in accordance with Policies SE24, SE26 and SE28 of the Watford District Plan 2000 and Policy SD1 of the Watford Local Plan Core Strategy 2006-31.

Archaeological investigation

8. The development shall be carried out in accordance with the programme of archaeological works set out in the Archaeological Written Scheme of Investigation, prepared by AECOM, dated 27/05/15 (Ref. 60288684). The site investigation and post investigation assessment must be completed in accordance with the programme set out in the Written Scheme of Investigation dated 27/05/15 and the provision made for analysis and publication where appropriate.

Reason: To ensure that any archaeological remains on the site can be evaluated and recorded, in accordance with Policy UD2 of the Watford Local Plan Core Strategy 2006-31.

Site Waste Management Plan

9. No development shall commence until a Site Waste Management Plan for all aspects of waste management during site preparation and construction has been submitted to and approved in writing to the Local Planning Authority. The development shall be undertaken in accordance with the agreed Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: 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 SD4 of the Watford Local Plan Core Strategy 2006-31. This is a pre-commencement condition as these details need to be agreed with the Local Planning Authority before the works commence.

Piling

10. No impact piling or any other works involving the creation of foundations using penetrative methods shall take place until a method statement (detailing the depth and type of piling/foundations to be undertaken and the methodology by which such piling/foundations will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling/foundation works must be undertaken in accordance with the terms of the approved method statement.

Reason: To protect the underground sewerage utility infrastructure and the quality of the water environment, which is extremely sensitive beneath this site. Some of the buildings' foundations may be partially below the water table and piling/foundation construction activities may disturb contamination, causing it to migrate into the groundwater.

Tree and shrub removal

11. No trees, scrub or hedges on the site shall be lopped, topped, felled, grubbed up or otherwise removed from the site between 1st March and 31st August in any year unless a suitably qualified ecologist has previously surveyed the trees, scrub or hedges and certified in writing to the Local Planning Authority that such works of removal will not harm nesting birds or any protected species.

Reason: To prevent harm to nesting birds and other protected species during the breeding season.

Tree Protection Measures

12. No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) or construction shall commence until the tree protection fencing detailed within the Arboricultural Method Statement, prepared by AECOM (dated 20th August 2015), has been erected on the site. No works shall take place within the protected areas until a method statement detailing the works to be undertaken and the methods to be used have been submitted to and approved in writing by the Local Planning Authority. Works within the protected areas shall only be undertaken in accordance with the approved method statement.

Reason: To safeguard the health and long term retention of the existing trees, shrubs and hedges on the site which represent an important visual and ecological asset within the River Colne corridor.

External Materials

13. The buildings shall be externally finished with the materials specified on the approved drawings and as detailed within the document entitled 'Supporting Information detailing External Building Materials to minimize the need for further pre-commencement condition', prepared by Ian C King Associates Architects (dated 24th August 2015) unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site and the character and appearance of the area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Hard Landscaping

14. The hard surfacing shall be carried out only in accordance with the details shown on the approved drawings unless otherwise agreed in writing by the Local Planning

Authority. No part of the development shall be occupied until the approved hard surfacing has been carried out.

Reason: In the interests of the visual appearance of the site and the character and appearance of the area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Fencing and Means of Enclosure

15. No part of the development shall be occupied until the fencing and other means of enclosure, as detailed on the drawings hereby approved, have been installed. The approved fencing and other means of enclosure shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of security and visual amenity, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Soft Landscaping

16. The soft landscaping shall be carried out only in accordance with the details shown on the drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority. The approved landscaping scheme, with the exception of the planting, shall be completed prior to any occupation of the development or in accordance with an approved scheme of phasing. Any proposed planting shall be completed not later than the first available planting and seeding season after first occupation of any part of the development. For the purposes of this condition a planting season is the period from 1 October in any one year to 31 March in the next following year. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site in accordance with

Policy SE36 of the Watford District Plan 2000 and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

External Lighting

17. Notwithstanding the information already submitted, none of the units shall be occupied until full details of the siting, height, design and type of all external lighting and details of ground lux levels have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be designed to minimise any light spillage towards the River Colne and wildlife area and to minimise any adverse impacts on wildlife. The external lighting shall be installed only in accordance with the approved details prior to the occupation of any of the units.

Reason: In the interests of security and to minimise the impacts of the development on wildlife.

New Access Junction

18. No part of the development shall be occupied until the new access junction with the Access Road, as shown in principle on the approved drawings, has been completed in full.

Reason: To ensure safe and adequate vehicular and pedestrian access to the development and in the interests of highway safety, in accordance with saved Policies T21, T22 and T24 of the Watford District Plan 2000.

Car Parking Provision and Servicing

19. No part of the development shall be occupied until the car parking spaces, service yards and manoeuvring areas shown on the approved drawings have been laid out and constructed in full, unless otherwise approved in writing by the Local Planning Authority. The car parking spaces, service yards and manoeuvring areas shall be retained at all times and solely for these purposes.

Reason: To ensure adequate parking and servicing facilities are provided on the site and to prevent on-street parking and waiting of vehicles, in accordance with saved Policies T21, T22 and T24 of the Watford District Plan 2000.

Cycle Parking Provision

20. Notwithstanding the information already submitted, none of the buildings shall be occupied until details of the siting, size, type and finish of the cycle storage has been submitted to and approved in writing by the Local Planning Authority. The cycle storage approved under this condition shall be installed and made available for use prior to the occupation of any of the buildings and shall be maintained as such thereafter.

Reason: To ensure that suitable cycle storage facilities are provided for the occupiers of the development and in the interests of visual amenity, in accordance with Policy T10 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Refuse and Recycling Storage

21. Notwithstanding the information already submitted, none of the buildings shall be occupied until details of the siting, size, type and finish of the refuse and recycling storage has been submitted to and approved in writing by the Local Planning Authority. The refuse and recycling storage approved under this condition shall be installed and made available for use prior to the occupation of any of the buildings and shall be maintained as such thereafter.

Reason: To ensure that suitable waste storage facilities are provided for the occupiers of the development and in the interests of visual amenity, in accordance with Policy SE7 of the Watford District Plan 2000 and Policies SD4 and UD1 of the Watford Local Plan Core Strategy 2006-31.

Plant and Equipment

22. No plant or equipment shall be installed externally on any building or within the site until full details have been submitted to and approved in writing by the Local Planning Authority. These details shall include the type, size and design of the plant/equipment; its siting and height above ground level; measures to mitigate its visual impact; details of any noise or odours emitted by the plant/equipment; and measures to mitigate any impacts arising from noise or odours. The plant/equipment shall only be installed in accordance with the approved details and shall be retained as such at all times.

Reason: In the interests of the visual appearance of the site and its impact on the street scene and character of the surrounding area, in accordance with Policies SD1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

Specified Uses

23. The units hereby permitted shall only be used for purposes within Classes B1(b), B1(c), B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other use, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the units are used only for employment uses in accordance with the approved masterplan and to ensure that the buildings remain in uses that are suitable for this location.

Trade Counters

24. In respect of any unit used for purposes within Class B8, no trade counter provided within that unit shall exceed 10% of the gross internal ground floor area of the unit and shall not exceed 40m² in any event.

Reason: To ensure the units are used only for employment uses in accordance with the approved masterplan.

Floorspace

25. The floorspace provided within the buildings shall not be enlarged without the prior written permission of the Local Planning Authority.

Reason: To accord with the level of floorspace assessed within the Environmental Statement that was previously submitted with the hybrid application and to ensure that the impacts of any enlargement in floorspace can be duly considered.

Travel Plan

26. No unit shall be occupied until a detailed Travel Plan based upon the Framework Travel Plan (dated March 2014 – submitted under application 14/00511/OUTM) has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be operated as approved at all times, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To promote alternative modes of transport to the private car and minimise impacts on the local highway network and the wider environment.

Fire Hydrant Provision

27. Notwithstanding the information already submitted, none of the units hereby approved shall be occupied until a detailed scheme showing the provision of fire hydrants serving the development (as incorporated into the provision of the mains water services for the development whether by means of existing water services or new mains or extension to or diversion of existing services or apparatus) has been submitted to and approved in writing by the Local Planning Authority. The approved fire hydrant provision shall be installed and made available for use prior to occupation of any building forming part of the development and shall be maintained as such thereafter.

Reason: To ensure that suitable fire fighting facilities are provided.

Ecological Enhancement Works

28. The measures set out in the Landscape and Ecology Management Plan (dated August 2015) shall be implemented unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enhance the ecological value of the site.

Secured by Design

29. None of the units hereby approved shall be occupied until a Secured by Design Developers Award certificate to certify that the development has been constructed to Secured by Design guidelines has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of security, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Surface Water Drainage

30. The development shall be carried out only in accordance with the approved Flood Risk Assessment and Drainage Strategy Rev 1, prepared by AECOM (Ref. 60288684 dated 28th October 2015) and its Drainage Layout Plan (Drawing No. 60288684-INF-SK169) and also only in accordance with the following mitigation measures:

- Limiting the surface water run-off generated by the critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
- Restricting the overall discharge to the pre-development run-off rate of 5l/s.
- Implementing a regional attenuation/ flood storage pond to attenuate the additional surface water volume generated by the development site.

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

Reason: To ensure surface water can be managed in a sustainable manner so as to reduce the risk of flooding to the proposed development and surrounding land, in accordance with Policy SE27 of the Watford District Plan 2000 and Policy SD2 of the Watford Local Plan Core Strategy 2006-31.

Sustainability

31. The development shall be constructed to BREEAM Very Good in accordance with the pre-assessment document submitted with the application (prepared by AECOM and dated 28th August 2015). No part of the development shall be occupied until a post-completion certificate, to certify that the BREEAM Very Good standard has been achieved, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To accord with Policies SD1, SD2 and SD3 of the Watford Local Plan Core Strategy 2013.

INFORMATIVES:

1. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended.

2. Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the River Colne, designated a 'main river'. This consent is separate to and in addition to any planning permission granted. Please note it can take up to 2 months to grant consent from an application being received. Application forms and guidance are available on the GOV.UK website: <https://www.gov.uk/government/publications/flood-defence-consent-england-and-wales>. The Environment Agency can also be contacted by telephone on 01707 632390 or by email at sphatfield@environment-agency.gov.uk.
3. The applicant/developer must contact the Network Rail Asset Protection Team (email: AssetProtectionLNWSouth@networkrail.co.uk, telephone: 0121 345 3867) to discuss the proposal and present a method statement and risk assessment of works, which must be reviewed and approved by the Network Rail Asset Protection Team prior to the commencement of any works on site. The Network Rail Asset Protection Team will need to review all excavation, demolition and drainage works.
4. The applicant is advised that the storage of materials associated with the construction of this development should be provided 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 from the Highway Authority via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
5. 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 from the Highway Authority via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

6. Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain i) their permission/ requirements regarding access for vehicles involved in the construction of the new roads; ii) a condition survey of any adjacent highways which may be affected by construction vehicles together with an agreement with the highway authority that the developer will bear all costs in reinstating any damage to the highway.
7. Works to be undertaken on the adjoining Highway will require an agreement with the highway authority. Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain their permission and requirements. This is to ensure that any works undertaken in the highway are constructed in accordance with the specification of the highway authority and by a contractor who is authorised to work in the public highway.
8. Roads to remain private: The applicant is advised that all new internal roads and car parking areas associated with this development will remain unadopted and the developer should put in place a permanent arrangement for their long term maintenance. At the entrance to these private areas all road name plates should indicate their private status to inform users of their status and purchasers of their future maintenance liabilities. Further information is available via the web page <http://www.hertsdirect.org/services/transtreets/highways/info/roadadopting/> or by telephoning 0300 1234047.
9. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the

site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

10. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.
11. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
12. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Drawing Numbers

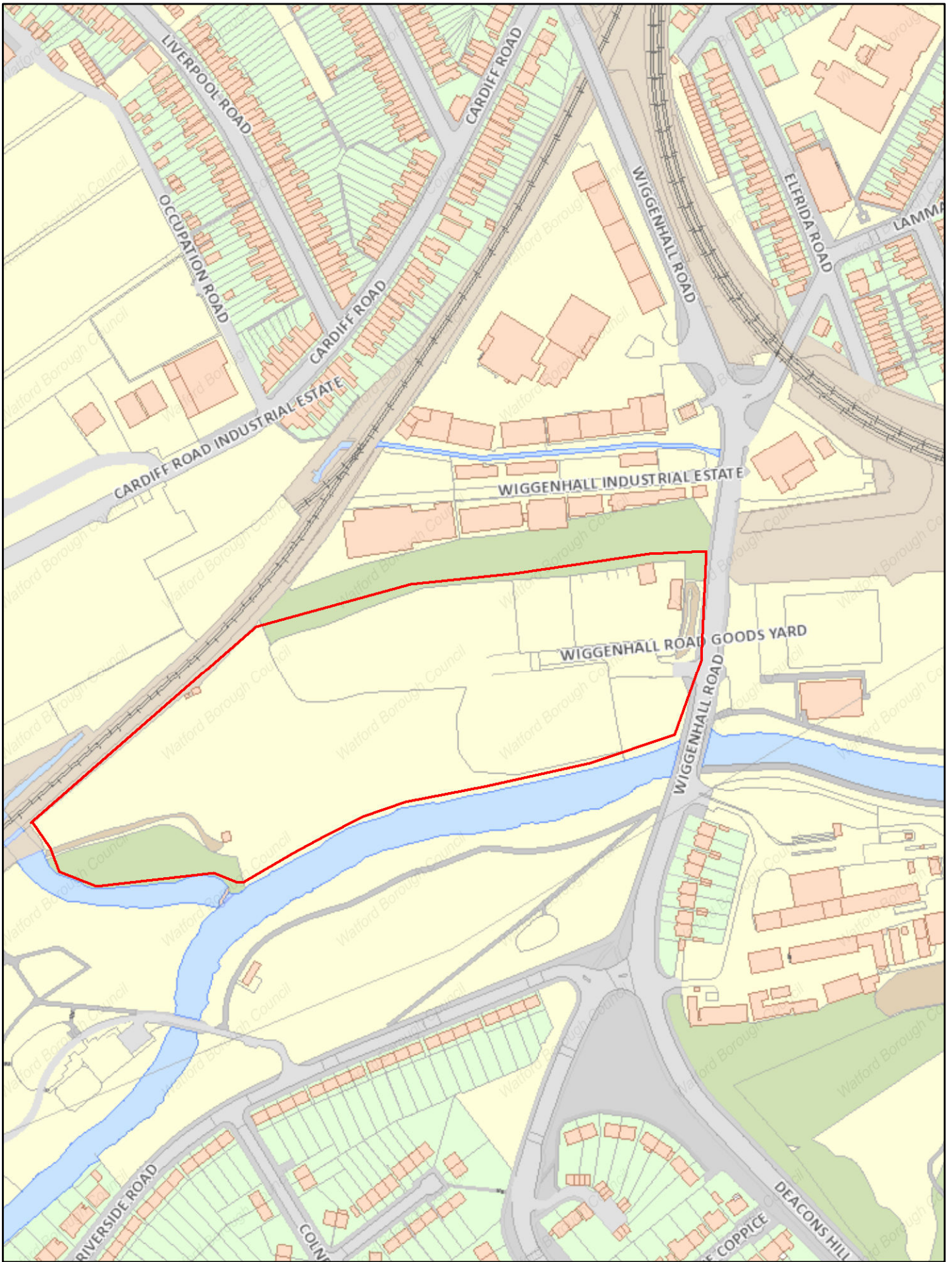
1567-TP3-LP-01
1567-TP3-01 Rev F – amended plan received 26.10.15
1567-TP3-02 Rev C
1567-TP3-03 Rev D – amended plan received 06.10.15
1567-TP3-04 Rev E – amended plan received 16.10.15
1567-TP3-05 Rev B
1567-TP3-06 Rev A – amended plan received 13.10.15
1567-TP3-07 Rev A – amended plan received 10.11.15
1567-TP3-08
1567-TP3-09
351-PA-03 C – amended plan received 10.11.15
351-PA-05 F – amended plan received 10.11.15
351-PA-08 B – amended plan received 10.11.15
351-PA-060 C – amended plan received 10.11.15
351-PA-061 E – amended plan received 10.11.15
351-PA-062 E – amended plan received 10.11.15
351-PA-070 C – amended plan received 10.11.15
351-PA-071 E – amended plan received 10.11.15
351-PA-101 F – amended plan received 10.11.15
351-PA-102 F – amended plan received 10.11.15
351-PA-DW01(1) B
351-PA-DW01(2) B
351-PA-DW01(3) B
351-PA-DW02 B
351-PA-DTP01(1) C – amended plan received 10.11.15
351-PA-DTP01(2) A

Other documents

Design, Access and Planning Statement
Arboricultural Method Statement
Archaeological Requirement Cover Letter

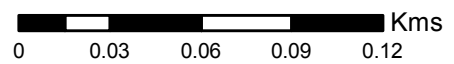
Non-Native Invasive Species Report and Management Plan Cover Letter
Transport Statement
Landscape and Ecology Management Plan
BREEAM Pre-Assessment
External Lighting
Ecological Mitigation and Management Plan
Environmental Information Report
Flood Risk Assessment and Drainage Strategy
Remedial Strategy (Second Planning Stage – Building Development)
Utilities Assessment
Supporting information detailing External Building Materials

Case Officer: **Simon Hoskin**
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Tel: **01923 278598**



Wiggenshall Road Goods Yard

Date: 29/07/2015



Scale 1:2,500



