

PART A	
Report of: HEAD OF DEVELOPMENT MANAGEMENT	
Date of committee	28th January 2016
Site address:	Mercedes-Benz, Colne Bridge Retail Park, Lower High Street, Watford
Reference Number :	15/01554/FULM
Description of Development:	Construction of vehicle parking deck (2 levels) together with associated works including lighting, reconfiguration of existing surface spaces and cycle storage.
Applicant	Mercedes-Benz Retail Group UK Limited
Date Received:	19th November 2015
13 week date (major):	18th February 2016
Ward:	Central

1.0 SITE AND SURROUNDINGS

- 1.1 The site is located at the southern end of the Lower High Street close to Bushey Arches. It is an irregular shaped site with an area of 0.67 hectare and a single vehicular/pedestrian access from Lower High Street. The whole site is occupied by a Mercedes-Benz car dealership which comprises a car showroom and two workshop buildings, occupying the southern and eastern parts of the site, and surface level car parking and car display areas, occupying the central and northern part of the site.
- 1.2 The eastern boundary of the site fronts Lower High Street with the main elevation of the car showroom occupying the southern part of the frontage. The northern boundary abuts the River Colne; the western boundary runs parallel to the London

Overground railway viaduct, which links Bushey Station with High Street Station; and the southern boundary abuts the entrance to Oxhey Park.

- 1.3 The site falls within the Lower High Street special policy area which is dominated by retail warehouses and car dealerships. The area to the north-west and north-east is characterised by retail warehouses and showrooms with Wickes Building Supplies on the opposite side of Lower High Street and B&Q to the north-west. To the south-east is the Bushey Arches railway viaduct which carries the West Coast mainline through to Watford Junction.

2.0 PROPOSED DEVELOPMENT

- 2.1 The proposal involves the erection of a decked car park and a double height external car showroom, adjacent to the existing buildings, sited over the existing surface level parking area within the central part of the site. The external showroom will be sited on the eastern frontage with Lower High Street and adjacent to the existing internal car showroom. It will have curtain wall glazing to the frontage but will be open at both ends. The roof will be formed by a car parking deck extended from the decked car park sited immediately to the rear. This decked car park will have open parking decks at ground, first and second floor levels, the latter of which will extend over to form the roof to the new showroom. The first and second floor parking decks will be accessed via ramps incorporated into its footprint.
- 2.2 The parking deck will increase the number of parking spaces on the site from 131 to 206. The spaces will provide for customer parking, operational parking (such as staff parking and storage of vehicles awaiting repair), and the display of used cars for sale. The new showroom has been designed to reflect the scale and design of the existing car showroom, being divided into 4 identical bays with vertical columns to match the existing showroom. The roof is also the same height and incorporates a bull-nose design, again to match the existing. The upper level of glazing incorporates aerofoil fins to add detail and interest.

- 2.3 The decked car park to the rear incorporates sinusoidal metal cladding to match that of the existing workshop buildings. It is separated from the new showroom by an internal wall formed using solid and illuminated panels. The two stair towers serving the decked car park will be finished in black render to reflect Mercedes-Benz new brand identity.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The following planning history is relevant to this application:

02/00225/FUL – Planning permission granted on 02 May 2002 for the change of use of retail units to provide for car showroom and servicing/repair workshops and/or non-food retail (Class A1) use; refurbishment, recladding and internal alterations to existing units.

03/00431/FUL – Planning permission granted on 25 September 2003 for the erection of new feature roof drum to Mercedes-Benz Showroom.

11/01044/FUL – Planning permission granted on 12 December 2011 for change of use of existing ancillary storage space to provide storage and distribution space within Class B8. Reinstate a loading bay and fire escape/access door to the rear elevation and fire escape door to the flank elevation.

4.0 PLANNING POLICIES

Development plan

- 4.1 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*.

4.2 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.

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

- WBC1 Presumption in favour of sustainable development
- SS1 Spatial Strategy
- SPA4 Lower High Street
- SD2 Water and Wastewater
- SD3 Climate Change
- T4 Transport Assessments
- INF1 Infrastructure Delivery and Planning Obligations
- UD1 Delivering High Quality Design
- UD2 Built Heritage Conservation

4.4 **Watford District Plan 2000**

- SE20 Air Quality
- 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

T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
E1	Employment Areas
E5	Environmental Considerations
U15	Buildings of Local Interest

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

No relevant policies.

4.6 Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

4.7 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.

4.8 *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.

4.9 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 7 Requiring good design

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

Section 12 Conserving and enhancing the historic environment

Decision taking

5.0 CONSULTATIONS

5.1 Neighbour consultations

The following properties were notified:

Wickes Building Supplies, Lower High Street

HSS Hire, 317-319, Lower High Street

No representations have been received.

5.2 Statutory publicity

The application was publicised by site notice posted on 24 November 2015 and by advertisement in the Watford Observer published on 27 November 2015. The site notice period expired on 18 December 2015 and the newspaper advertisement period expired on 18 December 2015.

5.3 Technical consultations

The following responses have been received from technical consultees:

5.3.1 Environment Agency

We have no objection to planning permission being granted for the above application provided the condition below is attached to any planning permission granted. The proposed development will only meet the National Planning Policy Framework (NPPF) policy to ensure flood risk is not increased elsewhere if the following planning condition is included on any planning permission granted.

Condition: The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) prepared by Hydrock Ref: R/C151707/001.02 dated October 2015 and the compensatory flood storage measures detailed within Section 4.2.1 of the FRA. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding on site and elsewhere by ensuring that compensatory storage of flood water is provided.

5.3.2 Thames Water

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.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

5.3.3 Hertfordshire County Council (Lead Local Flood Authority)

The drainage strategy carried out by Hydrock dated October 2015; reference R/C151707/001.02 submitted to the LPA demonstrates that flood risk from surface water will not increase as a result of the development.

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

Condition 1: No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The details of the drainage scheme shall:

1. Provide a fully detailed drainage plan, showing pipe runs, diameters, location of SuDS features and discharge point.
2. Indicate the location of the discharge point.
3. Demonstrate that proposed drainage scheme ensures that no flooding will occur during any rainfall event up to and including the 1 in 30 year event.

The approved details shall be managed and maintained thereafter in accordance with the approved details.

Reason: To prevent flooding by ensuring the satisfactory disposal of surface water from the site.

5.3.4 Hertfordshire County Council (Highway Authority)

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:

Condition: No loading or unloading of cars to and from the car transporter shall take place on public highway. When loading or unloading within the site, the developer shall take best practical means at all times to ensure that there shall be no obstruction or interference on the free flow of traffic along Lower High Street due to the activities within the site.

Reason: In the interest of free and safe flow of traffic.

Planning application:

The application for construction of vehicle parking, deck parking at 2 levels together with associated works including lighting, reconfiguration of existing surface spaces and cycle storage. Parking: Existing parking on site is 131 and the proposed parking is 206. • 47 customer car park • 139 operational car park • 20 used car sales spaces. Applicant is proposing 16 cycle parking spaces. Not expecting any Mercedes-Benz shopper to go on a bike to buy a car. The provision is mainly for workers. On-site parking is a matter for the LPA.

Local Road Network and Accessibility:

A411 Lower High Street is a very busy road starting from London Borough of Barnet, crossing A1 at Stirling Corner Roundabout, through Elstree Crossroad, Bushey High Street, Bushey Arches, Waterfield's Way Roundabout, and Watford Ring Road to Hunton Bridge Roundabout. The local area is well developed with pedestrian crossings, cycleway and footways. The area is well served by buses to and from various destinations and the Bushey Railway Station is only a few minutes walking distance from the site. The Bushey Railway Station provides regular service between Watford Junction and London Euston.

Road Safety:

5 year accident data from 1st July 2010 to 30th June 2015 shows that there were 29 personal injury accidents resulting in 26 slight injury accidents, 2 serious and 1 fatal. The study area includes Bushey Arches, Lower High Street, Dalton Way to A1008 Roundabout towards the Town Centre. Considering the level of traffic flow and the complex road layout it appears that the local road network has a reasonable safety record. The additional trips associated with the alteration are unlikely to have any material impact on the local road network.

Key Issue:

The key issue is the likely impact of car transporters loading and unloading and the potential impact on Lower High Street. The main car show room and the workshop building will remain as existing. The proposal includes reconfiguration of the

existing car park and the used car sales area and the addition of a two storey ramped car park deck which is to be used for operational car parking. At present cars that have been delivered via transporters are then driven off site to a storage facility. The storage facility will be no longer available and all cars will remain on site. The car transporter currently enters the site off Lower High Street and unloads on the access road within the site. The proposal would allow for the transporter to reverse under the car deck area and unload and therefore reducing any potential conflict with vehicles entering and exiting the customer car park. Any problems in internal obstruction or congestion could lead on to the public highway. Maintaining the efficient traffic flow along Lower High Street is important.

Conclusion:

The highway authority does not wish to restrict the grant of consent subject to the condition and advisory notes.

5.3.5 Arboricultural Officer

The proposal will not affect any significant trees and I have no objection to the proposals.

6.0 APPRAISAL

6.1 Main issues

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

- (a) Principle of the development.
- (b) Design and appearance.
- (c) Impact on heritage assets.
- (d) Highways impacts.
- (e) Flood risk and drainage.
- (f) Environmental impacts.

6.2 (a) Principle of the development

- 6.2.1 The site is located within the Lower High Street Special Policy Area (SPA4) which is characterised by retail warehouses and car dealerships. These include Century Retail Park, Arches Retail Park, Colne Valley Retail Park and Waterfields Retail Park, as well as Tesco Extra. Other car dealerships include Jaguar, Nissan/Suzuki and Seat. The applicant's car dealership in Lower High Street is one of its highest profile sites and provides a full range of new and used car sales and MOT testing, servicing and repair.
- 6.2.2 Although a large site, it currently has insufficient capacity for the display of all used vehicles and for the high numbers of customer vehicles received for MOT testing, service and repair. Consequently, vehicles are driven and stored off-site. This off-site facility will soon become unavailable and the proposal therefore seeks to provide the additional capacity needed to meet these operational requirements at the site.
- 6.2.3 The existing use is already well established at the site and reflects the character of the wider Lower High Street area. The applicant has an operational need for additional parking capacity to replace an existing off-site facility. Subject to the consideration of detailed matters of design and environmental impacts, the principle of expanding the capacity of the existing use on the site to meet current operational requirements is acceptable in principle. This also accords with national guidance in the NPPF to encourage and facilitate sustainable economic growth and support existing businesses.

6.3 (b) Design and appearance

- 6.3.1 The proposed development has been designed to reflect the scale and appearance of the existing car showroom and workshop buildings, so that the various buildings read as a coherent whole, forming part of the same development. It is considered that this has been successfully achieved in this case.
- 6.3.2 The external showroom is sited alongside the existing showroom on the Lower High Street frontage. The existing showroom comprises curtain wall glazing divided into 6 regular bays, separated by decorative columns. The roof eaves line above is

marked by a bull-nose feature. The proposed new showroom will be divided into 4 bays of the same proportions as the existing, utilising the same decorative columns and bull-nosed eaves feature. The differences will be in the roof, which will comprise an upper deck car park rather than a shallow, pitched roof, and the introduction of aerofoil fins on the upper glazing to add interest. Overall, the proposed showroom will complement the existing showroom.

6.3.3 The proposed decked car park to the rear of the showroom will incorporate sinusoidal metal cladding to match that seen on the existing workshops. Its appearance will be more of a contrast to the existing workshops as it will be largely open (the workshops have solid walls with no windows), but it will be of the same scale. The two stair cores serving the car park will be in black render to reflect the new branding of the applicant. These will mark the junction between the showroom and car deck without dominating the site or appearing intrusive.

6.3.4 Overall, the scale and design of the proposal will ensure it complements the existing buildings on the site and is in keeping with the character and appearance of the surrounding area.

6.4 (c) Impact on heritage assets

6.4.1 There are a number of heritage assets in the vicinity of the site. Bushey Arches Viaduct is a national Grade II listed building. Opposite the site, in the wall of the Wickes site, is a national Grade II listed coal boundary marker. There is also a locally listed pill box sited under one of the arches of Bushey Arches Viaduct.

6.4.2 All of these listed and locally listed buildings are seen in the context of the existing large scale buildings on the application site and on the Wickes site. The proposed decked car park and external showroom will not be higher than the existing buildings on the application site and will be sited further away from Bushey Arches than the existing buildings. As such, the proposed development will have no greater impact on the setting of the viaduct or on views of it than the existing buildings. The proposed development will have even less impact on the significantly smaller pill box sited under one of the arches.

6.4.3 The listed coal duty marker opposite the site is 0.6m high and is set within a flint surround within the boundary wall. It is seen primarily in the context of the existing Wickes building rather than the Mercedes-Benz showroom, which is on the opposite side of Lower High Street. Furthermore, the proposed external car showroom which fronts Lower High Street will have a predominantly glazed façade, further reducing any visual impact on the overall setting of the coal duty marker. It is not, therefore, considered the proposal will have any adverse impact on this asset.

6.5 (d) Highways impacts

6.5.1 The number of deliveries of new and used cars to the site is unlikely to change significantly, nor is the number of customer vehicles being delivered and collected for servicing and repair. However, at present, due to limited capacity on the site, cars are regularly driven off site to a storage facility before being returned to the site. This generates additional, unnecessary, traffic movements which will be eliminated by the proposal. As such, the impact on the highway will be negligible if not a minor improvement.

6.5.2 The access junction to the site will remain as existing. Car transporters delivering cars to the site currently turn within the central, surface level parking area, albeit this often requires cars to be moved to facilitate this. Under the proposed development, transporters will be able to turn utilising the external showroom area, although, as existing, some cars will need to be moved to facilitate this. In any event, the existing situation for deliveries will remain essentially unchanged. The important factor is that adequate room will remain on the site to allow a car transporter to access and egress the site in forward gear. A condition can be imposed requiring deliveries to take place within the site, as requested by the Highway Authority, however, the Local Planning Authority would have no power to prevent unloading or obstruction occurring within the public highway.

6.6 (e) Flood risk and drainage

- 6.6.1 The application is accompanied by a Flood Risk Assessment. The site is currently within Flood Zones 2 and 3 as shown on the Environment Agency's Flood Zone Mapping. The existing buildings fall within Flood Zone 2 (medium risk of flooding) and the open parking area within Flood Zone 3 (high risk of flooding). This relates to fluvial flooding from the adjacent River Colne. The Environment Agency's Surface Water Mapping also shows parts of the parking area are at medium risk from surface water flooding. Given the proximity of the site to the River Colne, groundwater levels are likely to closely mirror river levels and, as such, parts of the parking area are also potentially at risk of groundwater flooding.
- 6.6.2 The whole of the site is currently covered by buildings or hardsurfaced parking areas, with the exception of small areas of landscaping along the northern boundary. The proposed showroom and car deck will be sited over existing hardsurfaced parking areas (Flood Zone 3) and will not, therefore, increase the impermeable area of the site or the amount of surface water run-off. The existing use is a less vulnerable use as it does not provide residential accommodation or a use where large numbers of people may congregate. As such, it is concluded that the Sequential Test for the siting of the proposed development is not applicable in this case.
- 6.6.3 The main issues are that the potential for increased flood risk elsewhere is not made worse as a result of new development and that the site is safe for the users of the site. The FRA recommends that the applicant provide a detailed flood management plan for the site to include measures such as signing up to the Environment Agency's Flood Warning Scheme. This would ensure adequate warning to allow vehicles to be moved to the upper levels of the parking deck and for personnel to safely evacuate the site. The FRA also states that there is also a potential opportunity, if practicable, to undertake some levelling of the parking area to provide additional flood storage within the site, however, no details of this are provided. As such measures may not be possible to achieve or may be unduly onerous on the applicant, it is not proposed to require this by condition. The County Council as LLFA has requested details of a sustainable surface water drainage scheme to ensure no flooding occurs during any rainfall event up to and including

the 1 in 30 year event. These measures will provide some increase in floodplain capacity.

6.7 (f) Environmental impacts

6.7.1 The application is accompanied by a Ground Investigation Desk Study to assess the likelihood of contamination on the site and the potential for any contamination to impact on groundwater and the River Colne as a result of the proposed development. The study recommends that further intrusive site investigation is undertaken to confirm actual risks to these receptors and to confirm the ground conditions. This can be secured by condition.

7.0 **COMMUNITY INFRASTRUCTURE LEVY AND PLANNING OBLIGATION**

7.1 **Community Infrastructure Levy (CIL)**

7.1.1 The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the Council's Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted.

7.1.2 The proposed use is classed as 'Other Uses' in the Council's CIL Charging Schedule. As such, the CIL charge applicable to the proposed development is £0.

Watford Charging Schedule

Type of Development	CIL Rate
Residential	£120 per sqm
Hotel	£120 per sqm
Specialist accommodations for the elderly and/or disabled including Sheltered and Retirement Housing and	£120 per sqm

Nursing homes, Residential Care Homes and Extra Care Accommodation. (This does not include registered, not for profit care homes')(within Use Class C2 and C3).	
Retail (Class A1 – A5)	£120 per sqm
Retail – Within the Primary Shopping Area (Class A1 – A5)	£55 per sqm
Office	£0 per sqm
Industrial	£0 per sqm
Other uses	£0 per sqm
Major Developed Areas (MDAs)	£0 per sqm

7.1.3 In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

7.2 **S.106 planning obligation**

7.2.1 From 1 April 2015, with the implementation of CIL, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants. In this case, no planning obligations are required.

8.0 **CONCLUSION**

- 8.1 The proposed development will meet an existing operational need of the applicant which currently requires vehicles to be parked and stored off-site. The existing car dealership is well established on the site and is typical of the type of use that is characteristic of the Lower High Street Special Policy Area. As such, there is no objection to the proposal in principle.
- 8.2 The scale and design of the proposed development will complement the existing buildings on the site and the proposal will have no adverse impacts on nearby heritage assets or on the wider environment.
-

9.0 HUMAN RIGHTS IMPLICATIONS

- 9.1 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.
-

10.0 RECOMMENDATION

That planning permission be granted subject to the following conditions:

Conditions

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.

2. The development hereby permitted shall be carried out in accordance with the following approved drawings:-

P-Site-01 P04, P-Site-02 P02, P-Site-03 P02

P-00-01 P02P-01-01 P02, P-02-01 P04, P-03-01 P04

E-01 P02, E-02 P02

S-01 P02, S-02P 02, S-03 P01, S-05 P01, S-06 P01

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

3. No development works shall commence until a Phase 2 Ground Investigation Study, detailing any proposed remedial works, has been submitted to and approved in writing by the Local Planning Authority. Where remedial works are proposed, no part of the development shall be occupied until a Verification Report, confirming these works have been completed, has been submitted to and approved in writing by the Local Planning Authority.

Reason: The site is within an inner Source Protection Zone (SPZ1) and adjoins the River Colne. This is a pre-commencement condition in order protect groundwater and the River Colne from potential contamination.

4. No development works shall commence until a detailed schedule of external materials and samples to be used for the development has been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

Reason: This is a pre-commencement conditions in order to ensure the materials to be used are acceptable.

5. The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) prepared by Hydrock Ref: R/C151707/001.02 dated October 2015. 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 mitigate the impacts of flooding on the site.

6. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The details of the drainage scheme shall:

- i) Provide a fully detailed drainage plan, showing pipe runs, diameters, location of SuDS features and discharge point.
- ii) Indicate the location of the discharge point.
- iii) Demonstrate that proposed drainage scheme ensures that no flooding will occur during any rainfall event up to and including the 1 in 30 year event.

The approved details shall be managed and maintained thereafter in accordance with the approved details.

Reason: To prevent flooding by ensuring the satisfactory disposal of surface water from the site and to ensure the implementation of sustainable drainage techniques.

7. No loading or unloading of cars to or from any car transporter associated with the use of the site shall take place except within the boundary of the application site as denoted on drawing no. P-Site-01 P04.

Reason: In the interests of free and safe flow of traffic on Lower High Street.

Informative

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. The Council also undertook discussions with the applicant's agent during the application process.

Drawing numbers

P-Site-01 P04, P-Site-02 P02, P-Site-03 P02

P-00-01 P02P-01-01 P02, P-02-01 P04, P-03-01 P04

E-01 P02, E-02 P02

S-01 P02, S-02P 02, S-03 P01, S-05 P01, S-06 P01

Case officer: Paul Baxter
Email: paul.baxter@watford.gov.uk
Tel: 01923 278284