

PART A	
Report of: Head of Development Management	
Date of committee:	13th June 2017
Site address:	The Tech Site, Woodshots Meadow, Hatters Lane
Reference Number:	17/00091/OUT
Description of Development:	Outline application for the demolition of the existing buildings and erection of four new B1a office buildings, ancillary staff amenity building, and car parking (with access to be determined) (Duplicate application to Three Rivers District Council).
Applicant:	Sackville UKPEC3 Croxley (GP) Limited as General Partner (and on behalf of) Threadneedle UKPEC3 Croxley LP
Date Received:	26th January 2017
13 week date (major):	27th April 2017
Ward:	Holywell

1.0 Site and surroundings

- 1.1 The site is located at the junction of Blackmoor Lane and Hatters Lane within Croxley Park (previously known Croxley Green Business Park) and is accessed via Ascot Road. It is roughly rectangular in shape and has an area of 4.75 hectares. It currently comprises 6 two storey industrial buildings providing 25 units of varying sizes for commercial Class B uses (total floorspace of 17,515m² gross internal area). The buildings are served by surface level car parking and servicing areas adjoining the buildings within a landscaped setting. The main vehicular and pedestrian accesses are from Hatters Lane with a secondary vehicular egress on Blackmoor Lane.
- 1.2 The western boundary of the site abuts Blackmoor Lane with the River Gade and Grand Union Canal beyond. The southern boundary adjoins a loop of the River Gade which acts as an overflow for the Grand Union Canal with an area of woodland beyond. To the east and north are commercial buildings within the Watford Business Park and the Croxley Centre.
- 1.3 The site straddles the administrative boundary between Watford Borough Council

and Three Rivers District Council. The boundary runs along the southern side of Woodshots Meadow with the southern part of the site (approx. 1.5 hectares or 32% of the site) being within Three Rivers District.

2.0 Proposed development

- 2.1 The application is for outline planning permission with only the matter of access being determined at this stage. The matters of scale, layout, appearance and landscaping are reserved for subsequent approval. Illustrative details of a proposed scheme have been submitted to give some maximum parameters for the reserved matters and to illustrate how the site may be developed in the future.
- 2.2 The proposal is to demolish all of the existing industrial buildings and to redevelop the site to provide up to 40,000m² (gross external area) of floorspace for Class B1(a) office use, including an ancillary building for employees. The illustrative scheme shows 4 separate buildings located towards the Hatters Lane frontage utilising the existing access/egress junctions with an internal loop road around the buildings. The buildings are shown to be part 4, part 5 storeys (16-20m high) with varying internal floorareas. The buildings are arranged as pairs with pedestrian, landscaped areas forming large public courtyards in between the buildings.
- 2.3 To the rear of the buildings is a multi-storey car park up to 12m high (720 spaces) with some adjoining surface level parking (156 spaces), providing up to 875 parking spaces. This gives a maximum parking ratio of 1 space per 45m². Adjoining the multi-storey car park is the proposed staff amenity building, which is shown as 2 storey (9m high).

3.0 Relevant planning history

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

82/00328/OUT – Outline planning permission granted in June 1983 for industrial/warehousing park with appropriate proportion of ancillary office accommodation and other works.

8/49/84 – Planning permission granted in June 1984 for the construction of 26,000m² of three storey buildings for research and development and light industrial purposes.

Since the construction of the current units, there have been various planning permissions and certificates of lawful use granted for changes of use incorporating Class B1, B2, B8 and D1 uses.

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 The *Watford Local Plan Part 2: Publication Version* was published in July 2016. This has been subject to 3 rounds of public consultation – Nov-Dec 2013, Dec 2014-Feb 2015 and Dec 2015-Feb 2016. It contains development management policies and site allocations. The emerging policies and site allocations in this document can be given limited weight at this time.

4.4 Watford Local Plan Core Strategy 2006-31

WBC1	Presumption in favour of sustainable development
SS1	Spatial Strategy
SPA6	Western Gateway
IP1	Croxley Rail Link
SD1	Sustainable Design
SD2	Water and Wastewater
SD3	Climate Change
SD4	Waste
EMP1	Economic Development
EMP2	Employment Land
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
GI1	Green Infrastructure
GI2	Green Belt
GI3	Biodiversity

4.5 **Watford District Plan 2000**

SE7	Waste Storage, Recovery and Recycling in New Development
SE23	Light Pollution
SE24	Unstable and Contaminated Land
SE26	Watercourses
SE27	Flood Prevention
SE28	Groundwater Quality
SE39	Tree and Hedgerow Provision in New Development
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
E1	Employment Areas

4.6 **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

4.7 **Hertfordshire Minerals Local Plan Review 2002-2016**

No relevant policies.

4.8 **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.

4.9 *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.

4.10 **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 7 Requiring good design

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

Section 11 Conserving and enhancing the natural environment

Decision taking

5.0 Consultations

5.1 Neighbour consultations

Nineteen properties in the surrounding area were notified of the application. No representations have been received.

5.2 Statutory publicity

The application was publicised by 3 site notices posted on 3rd February 2017 and by advertisement in the Watford Observer published on 3rd February 2017. The site notice period and the newspaper advertisement period both expired on 24th February 2017.

5.3 Technical consultations

The following responses have been received from technical consultees:

5.3.1 Hertfordshire County Council (Highway Authority)

Summary:

HCC as highway authority has reviewed the application submission and have no objections to the proposed development, subject to conditions. HCC has reviewed the Transport Assessment and other relevant documents to assess the impact of the proposals on the local highway network's operation and safety. The trip generation rates, profile and distributions were reviewed and are considered appropriate for the proposals. Junction capacity assessments were provided and were reviewed. They demonstrated that the proposed development would likely impact the operation of the highway, however, suitable mitigation proposals were provided which were found to mitigate the site's impact. The collision data

available to HCC was reviewed and it was found that there were no clusters of collisions, or notable issues with the highway in the vicinity of the site that would likely be exacerbated by the proposed development. Therefore, it was found that the proposed development would not likely have a severe impact on the local highway network, subject to suitable mitigation as proposed in the Transport Assessment.

5.3.2 Decision:

Hertfordshire County Council (HCC) as Highway Authority does not wish to raise an objection to the proposed development, subject to suitable conditions.

5.3.3 *Eight conditions have been requested and these are commented on below having regard to the relevant tests for imposing conditions:*

Condition 1: Detailed Plans

The details requested will be provided as part of the reserved matters or pursuant to other conditions. As such, this condition is not necessary.

Condition 2: Road Safety Audit

The road safety audit is requested in relation to the proposed access arrangements and the proposed mitigation measures at the Whippendell Road/Ascot Road roundabout. In relation to the proposed access arrangements, these will remain as existing and are, in any event, on a private road (Hatters Lane). The mitigation measures will be covered by a s.278 Highways Agreement which will include a road safety audit. As such, this condition is not necessary.

Condition 3: Construction Traffic Management Plan

Many of the requirements listed are not enforceable by the Council as the Local Planning Authority. Other matters, such as on-site materials storage and contractors parking, are site management issues. Furthermore, as Hatters Lane and Blackmoor Lane are both private roads in the ownership of the applicant, any potential impacts on these roads are within the control of the applicant. As such, this condition is not necessary.

Condition 4: Travel Plan

A Travel Plan is considered relevant and necessary to promote and encourage non-car modes of travel to the site and minimise travel by private car.

Condition 5: Swept Path Assessments

This relates to the internal road arrangement and parking areas. These will need to operate safely and effectively and swept path assessments are relevant and necessary to ensure this.

Condition 6: Car Parking Management Plan

Adequate on-site car parking is proposed for the development. Overspill parking onto Hatters Lane and Blackmoor Lane is restricted by double yellow and single yellow lines. Furthermore, both of these roads are private and within the ownership of the applicant. As such, this condition is not necessary.

Condition 7: Servicing and Delivery Plan

Servicing and delivery areas for the proposed buildings will form part of the reserved matters of layout and appearance. There is no planning reason to require a scheme for the coordination of deliveries. The current site comprises 25 commercial and industrial units and operates without any problems. As such, this condition is not considered necessary.

Condition 8: Whippendell Road / Ascot Road / Raven Close Roundabout Mitigation

The agreed mitigation measures will need to be undertaken prior to the first occupation of any proposed building on the site. This condition is relevant and necessary.

5.3.4 S278 Agreement (Highways Act):

The proposed mitigation measures for the Ascot Road / Old Ascot Road / Whippendell Road / Raven Close roundabout will be secured and approved via a S278 agreement.

5.3.5 S106 Agreement:

HCC will seek contributions via S106 for Travel Plan monitoring fees in accordance with its published guidance on the subject in 'Hertfordshire's Travel Plan Guidance for Business and Residential Development'.

5.3.6 A contribution will be sought via S106 for HCC's contractor to implement the proposed mitigation measures for the Ascot Road / Morrison's Access roundabout. Contributions to the Ascot Road / Morrison's Access roundabout would equate to approximately £20,000. *[This is a 50% contribution, with the other 50% being paid by the developer of the Ascot Road site].*

5.3.7 Hertfordshire County Council (Lead Local Flood Authority)

Following a review of the information submitted in support of the above application, we can confirm we have no objection on flood risk grounds and advise the LPA that the proposed development site can be adequately drained and mitigate any potential existing surface water flood risk if carried out in accordance with the overall drainage strategy.

- 5.3.8 The proposed drainage strategy is based upon attenuation and discharge into the River Gade. Surface water calculations have been provided which have identified the areas of informal flooding. We acknowledge these areas have been shown on the drawing with locations identified and note that some of these areas are located next to the proposed attenuation tanks. There is potential for the applicant to explore increasing the size of the attenuation tanks to minimise the amount of flooding on the surface.
- 5.3.9 As the proposed scheme has yet to provide the final detail and in order to secure the principles of the current proposed scheme we recommend the following planning condition to the LPA should planning permission be granted:

Condition: No development approved by this planning permission shall take place until a detailed surface water drainage scheme has been submitted to, and approved in writing by, the local planning authority. The surface water drainage system will be based the submitted Flood Risk Assessment and the Drainage Strategy and Water Quality Management Report (both by AKSWard, dated January 2017, ref. X162030).

The surface water drainage scheme should include:

1. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + 40% climate change event.
3. Provide appropriate amount of attenuation to minimise the amount of informal flooding.
4. Updated drainage layout, showing the breakdown of the required attenuation volume between the different components. This should be supported by calculations presented in a manner that the link can be made with specific locations on drawing. This should also include all areas of informal flooding.
5. Implementing the appropriate drainage strategy based on attenuation and discharge, using appropriate SuDS measures.
6. Details of how the scheme shall be maintained and managed after completion.
7. Detailed engineered drawings of the proposed SuDS measures.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason:

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future users.

Although we are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide further information to ensure that the proposed development can go ahead without posing an unacceptable flood risk.

5.3.10 Hertfordshire County Council (Ecology)

The application site is not within or adjacent to any non-statutory protected areas. The Preliminary Ecological Appraisal states that the Local Wildlife Site (LWS) Scrub N.W. of Croxley Common Moor is 70 m from the application site. I feel this is a misinterpretation of the data. The records I have from the Hertfordshire Environmental Records Centre (HERC) show that this LWS is approximately 630 m to the south west of the application site and is protected by a residential area and therefore should not be of material concern. Croxley Common Moor Local Nature Reserve (LNR) and SSSI is approximately 400 m south west, whilst the site should be protected from direct impacts at this distance, there is connective habitat which contains the Croxley Mill Wood & Fen area, and a disused landfill site that appears (from 2010 aerial photography) to have grown over and developed into an extension of the woodland and fen. There is a section of the River Gade which falls between the application site and this connective habitat, which should create a significant barrier to terrestrial species. However species such as badgers and bats could easily cross such a barrier.

5.3.11 The preliminary Ecological Appraisal has made several recommendations regarding protection of breeding birds, retained trees, and the section of the River Gade to the southwest of the application site. These factors, combined with the presence of badgers in the area could be protected through a series of conditions and informatives; however I am inclined to agree with the Ecologist in that a Construction Environmental Management Plan (or similar) be written and submitted to the LPA as a matter of condition. This plan should include safeguards for breeding birds, retained trees, maintaining the integrity and protection of the section of the River Gade adjacent to the application site, and protecting badgers from any trenches or holes left uncovered at night. I can suggestion the following wording:

No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:

- A) Risk assessment of potentially damaging construction activities.*
- B) Identification of “biodiversity protection zones”.*
- C) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).*
- D) The location and timings of sensitive works to avoid harm to biodiversity features.*
- E) The times during which construction when specialist ecologists need to be present on site to oversee works.*
- F) Responsible persons and lines of communication.*
- G) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*
- H) Use of protective fences, exclusion barriers and warning signs.*

The approved CEMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

5.3.12 The Preliminary Bat Roost Assessment of the buildings has concluded that the buildings to be demolished all have negligible suitability for bats. I am in agreement with this conclusion; the buildings are modern, flat roofed, with no suitable voids or crevices for roosting bats. However, with the river and woodland to the southwest of the application site and the larger section of the River Gade to the northwest of the site, there is the possibility that bats could be using these corridors and habitats for commuting and foraging. Therefore, I would recommend that a sympathetic lighting scheme is conditioned within any planning decision to prevent bats from being disturbed. I can recommend the following wording:

Prior to occupation a “lighting design strategy for biodiversity” features or areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and*

- b) *show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specification) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.*

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority

5.3.13 The landscape plan appears to have accepted the recommendations of the Ecologist and retained many trees and enhanced areas with native tree planting. The hedge within the site still appears to be lost, whether the addition of swales, woodland planting, and a pond to the north western boundary adequately compensates for this is not evidenced. I would, however, recommend that the treeline on the southwest boundary is strengthened with additional planting, and that bird nest boxes and bat roosting boxes are included within the landscape plan.

5.3.14 Hertfordshire County Council (Archaeology)

The applicant has submitted an Archaeological Desk-Based Assessment (DBA) with this planning application. Although it was not produced in consultation with this office, it does contain some useful information.

5.3.15 The Hertfordshire Historic Environment Record (HER) suggests that the proposed development site is located in an area with potential for prehistoric remains. A large hoard of late Bronze Age metalwork (HER No. 634) was found by workmen digging a pit for a concrete post in 1960 less than 100m E of the development area. This hoard comprised mainly axes and spearheads, along with a number of swords and assorted other items, and is considered to be one of the most comprehensive examples of its type in Britain. Such hoards were often deposited close to water, and the low-lying nature of the proposed development site and its proximity to the River Gade make it a prime location for this kind of activity. Prehistoric objects such as Palaeolithic flint implements (HER nos. 561, 862 & 6243) and another Bronze Age axe (HER no. 6244) have also been found within the flood plain of the Gade to the SW of the development area. The DBA included with the application rates the likelihood of encountering prehistoric remains during groundworks as moderate (AOC Archaeology 2016, 7.1 & 7.3).

5.3.16 Ordnance Survey mapping suggest that the site was farmland until the later 19th century, with watercress beds marked in the SW portion of the area on the 2nd edition OS map (1899). A series of large structures are apparent on site on a 1912

Inland Revenue map, later identified on a 1976/78 OS map as 'photographic paper works'. It is likely that the remains of these structures may be encountered during the groundworks associated with the proposed development.

5.3.17 A Geo-Environmental desk study/Preliminary risk assessment report submitted with the application described the risk of contamination on site as high due to the possible presence of asbestos and recommends that an asbestos survey be undertaken. The results of such a survey should ideally be made available before we can advise you fully and should certainly be made available before any written scheme of investigation for archaeological works is agreed.

5.3.18 The DBA has recommended that an archaeological evaluation be undertaken post-demolition of the existing structures on site, but prior to the new development (Section 7.3.2). This proposal makes sense with respect to best mitigating damage to any archaeology present.

5.3.19 With the above in mind, I believe that the position of the proposed development is such that it should be regarded as likely to have an impact on heritage assets with archaeological interest, I recommend that the following provisions be made, should you be minded to grant consent:

1. The archaeological monitoring of all groundworks associated with the demolition of the existing structures, specifically any ground reduction and the removal of slab;
2. An archaeological field evaluation of the site after the demolition of the existing structures on site, but before any development related to the erection of the four new office buildings, staff amenity building and car parking begins;
3. Such appropriate mitigation measures indicated as necessary by that evaluation. This may include:
 - a. the preservation of any remains *in situ*, if warranted;
 - b. appropriate archaeological excavation of any remains before any development commences on the site, with provisions for subsequent analysis and publication of results;
 - c. archaeological monitoring of the groundworks of the development (also including a contingency for the preservation or further investigation of any remains then encountered);
 - d. and such other provisions as may be necessary to protect the archaeological interests of the site.

I believe that these recommendations are both reasonable and necessary to provide properly for the likely archaeological implications of this development proposal. I further believe that these recommendations closely follow the policies included within Policy 12 (para. 141, etc.) of the National Planning Policy Framework. and the guidance contained in the Historic Environment Planning Practice Guide.

5.3.20 In this case two appropriately worded conditions on any planning consent would be sufficient to provide for the level of investigation that this proposal warrants. I suggest the following wording:

Condition 1: No development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and

1. *The programme and methodology of site investigation and recording;*
2. *The programme and methodology of site investigation and recording as suggested by the archaeological evaluation;*
3. *The programme for post investigation assessment;*
4. *Provision to be made for analysis of the site investigation and recording;*
5. *Provision to be made for publication and dissemination of the analysis and records of the site investigation;*
6. *Provision to be made for archive deposition of the analysis and records of the site investigation;*
7. *Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.*

The development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition 1.

Condition 2: The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 1 and the provision made for analysis and publication where appropriate.

5.3.21 Thames Water

Waste Comments - 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.

5.3.22 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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

5.3.23 No 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.

5.3.24 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.

5.3.25 Supplementary Comments:

We have no objections to the surface water proposal, however for foul water connection please provide point of connection to Thames Water sewer as we have no data of private sewer run. A developer funded impact study will be likely required.

5.3.26 Crime Prevention Design Advisor (Hertfordshire Constabulary)

Whilst content with the layout and access at this time, I make the following comments to hopefully help inform the more detailed later submission if this application gains consent.

1. Decked Car Park: This is indicated to the rear of the site. Because the decked car park will not have good natural surveillance into it, it will need CCTV to help prevent crime and users to not have a fear of crime. The car park should be designed with light coloured walls and ceilings to help reflect light and there should be walkways [painted on the ground, and good CCTV coverage, with suitable lighting.
2. CCTV: I have already mentioned this for the decked car park. Because there will be the need for CCTV it is worth planning in some general observation CCTV to cover the site and its entrances, again to reduce any fear of crime.
3. Security:
 - a. CCTV should be recorded but also fed to any central reception area.
 - b. I would expect the development to be built to the physical security standards of Secured by Design Commercial. For this site this would mean doors to BS PAS24:2012 or equivalent standard, and windows to BS PAS24:2012 or equivalent standard with at ground floor level laminate glass used as one of the panes of any double or triple glazing.

5.3.27 Arboricultural Officer

Whilst the proposals indicate the loss of a large number of trees these are all within the site with the majority of the external boundary trees being retained. Most, if not all the proposed tree removals are trees that were part of the landscaping planted when the site was previously developed. The indicative planting/landscaping scheme adds more diversity to the site (the incorporation of a pond). Should permission be granted the standard landscaping condition requiring full details of the proposed planting should be submitted.

5.3.28 Environment Agency

The proposed development will only be acceptable if the following planning conditions are included on any grant of planning permission. Without these

conditions, the development will pose an unacceptable risk to the environment.

Condition 1:

No development shall take place until a scheme for the provision and management of a minimum of an 8 metre wide buffer zone from the top of the bank of the Gade and a minimum of a 5 metre wide buffer zone around the proposed pond shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- Plans showing the extent and layout of the buffer zone.
- Details of any proposed planting scheme (to be planted with native species only).
- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management, plus production of detailed management plan.
- Details of any proposed footpaths, fencing, lighting etc.
- Confirmation that there shall be no light from external artificial lighting into the watercourse or adjacent river corridor habitat (to achieve this the specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of bank of the watercourse are maintained at background levels which are considered to be a Lux level of 0-2).

Condition 2:

No development shall take place until a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

- Detail of the extent and type of new planting (planting to be of native species only, including suitable wetland species for the proposed ponds/attenuation areas).
- Details of maintenance regimes.
- Details of any new habitat created on site.
- Details of treatment of site boundaries and/or buffers around water bodies

- (including methods of protection during construction)
- Details of management responsibilities and a long term management plan.

Landscaping is a reserved matter so this condition is not necessary.

Condition 3:

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Condition 4:

Prior to any part of the permitted development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Condition 5:

No development should take place until a long-term monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Condition 6:

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 contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Condition 7:

No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Condition 8:

Piling, deep foundation methods or investigation boreholes using penetrative methods shall not be permitted other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Condition 9:

No occupation of any part of the permitted development shall take place until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected.

6.0 Appraisal

6.1 Main issues

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

- (a) Principle of use.
- (b) Transport, access and car parking.
- (c) Illustrative details of layout.
- (d) Illustrative details of scale and appearance.
- (e) Illustrative details of landscaping.
- (f) Environmental matters.

6.2 (a) Principle of use

The site is located within Employment Area E1 (Watford Business Park) in the Watford District Plan and Special Policy Area 6: Western Gateway in the Core Strategy. Policies in both plans seek to retain, enhance and increase B Class uses in this area. The Core Strategy sets out the requirement for the provision of at least 7000 new jobs by 2031 to meet strategic objectives and maintain Watford's role as a regional employment centre.

6.2.1 The GVA Employment Study 2010 (forming part of the evidence base for the Core Strategy) identified potential demand for up to 90,000m² of B1(a) office floorspace to 2031. Even if all existing vacant floorspace was taken up, there would still be a demand for 34,600m² of new floorspace. This study also highlighted the fact that the quality of floorspace is equally important as the quantity. Clarendon Road/Station Road is identified as needing improvement in the quality of stock to compete effectively and attract occupiers. It is important to have not only the right quality and quantity of floorspace but also the right type of space to meet the future employment needs of the Borough and generate new jobs. As a regional centre, it is important that Watford remains an employment destination and does not become merely a commuter town.

6.2.2 The latest Economic Growth and Delivery Assessment (EGDA) prepared by Nathaniel Lichfield and Partners (2014) has identified a significantly greater predicted growth in employment at 13,290 new jobs, almost double the predicted 7,000 new jobs in the 2010 Employment Study. Some 11,630 of these are forecast to be in Class B1(a) and B1(b) office jobs. It also predicts a significant shortfall of employment floorspace, in the order of 164,000m² to 215,000m², a significant proportion of which will need to be in the form of office floorspace. Even allowing for some adjustment and refinement of these figures, these figures are a magnitude greater than that planned for in the Core Strategy.

6.2.3 The proposed development will significantly increase the amount of employment floorspace on the site from the existing 17,515m² up to the proposed maximum of 40,000m². It will also provide up to 40,000m² of new Class B1(a) office floorspace which will make a very significant contribution to the predicted shortfall in office floorspace. It will also extend and enhance the offer of Croxley Park as a key office employment location. As such, the proposal accords with the key objectives and employment policies of the Core Strategy and is acceptable in principle.

6.3 (b) Transport, access and car parking

The site is accessed directly from Hatters Lane via Ascot Road. Ascot Road is the sole access serving the whole of Special Policy Area 6: Western Gateway which includes Croxley Park, Watford Business Park, and the redevelopment area at Ascot Road (former Royal Mail Sorting Office and adjoining land). This latter area already includes the Morrison's store and Ascot Road Community Free School and is the subject of a current planning application for mixed-use development comprising 485 residential units and commercial floorspace (ref. 17/00048/FULM). The Byewaters residential development off Blackmoor Lane (within Three Rivers District) is also served via Ascot Road.

6.3.1 A Transport Assessment has been submitted with the application. At the request of your officers, this was a cumulative assessment incorporating all committed and emerging developments as well as proposed development sites being promoted as part of the Croxley View/Ascot Road Masterplanning Study 2016, comprising:

- i) The application proposal;
- ii) The mixed-use development at Ascot Road (ref. 17/00048/FULM);
- iii) The development of 2 office buildings currently under construction at Hatters Lane (within Three Rivers District and approved in 2015);
- iv) Sites S1, S2, S3a, PS5, PS6 and PS7 of the Croxley View/Ascot Road Masterplanning Study.

6.3.2 The purpose of this approach was to ensure that the cumulative additional traffic generation from these sites, when added to the existing traffic flows, would not result in significant and unacceptable adverse highways impacts on Ascot Road, as the sole road serving the area, and the adjoining roads feeding into it (Whippendell Road, Rickmansworth Road and Watford Road). It would also allow junction capacity assessments to be undertaken for each of the 6 roundabouts within the local highway network. Where significant impacts were identified, mitigation measures could then be proposed and modelled.

6.3.3 One of the key factors in determining traffic flows is the level of car parking provision for each committed, emerging and promoted development. The Council's

current parking standards within the District Plan are based on maximums. Although the guidelines within the emerging Local Plan Part 2 are not expressed as maximums, nevertheless, the policy approach is to encourage reduced parking provision for new developments, especially for sites with good access to passenger transport. In this case, the proposed Cassiobridge station at Ascot Road on the Metropolitan Line Extension (MLX) will significantly enhance existing passenger transport provision to the employment area.

- 6.3.4 In the case of the proposed office development, the current maximum standard for Class B1(a) offices is 1 space per 30m² floorspace. With the site located in Parking Zone 4, the maximum standard would apply. In the Local Plan Part 2, the emerging parking standard for Class B1(a) offices is 1 space per 50m². The current provision on the site is 410 spaces which equates to a ratio of 1 space per 42.7m². The application proposes a maximum of 875 spaces to serve the proposed 40,000m² of office floorspace, which equates to a parking ratio of 1 space per 45m². This is significantly lower than the existing maximum standard (1/30m²) and is close to the emerging guideline (1/50m²). This ratio has therefore been used in the Transport Assessment to assess traffic impacts. A reduced parking ratio has also been adopted for the current mixed-use application at Ascot Road and for the promoted sites in the masterplanning study.
- 6.3.5 The Transport Assessment has identified several highways impacts arising from the predicted peak time traffic flows. These relate to the Whippendell Road arm of the Whippendell Road/Ascot Road roundabout in the morning peak and the Morrison's arm of the Ascot Road/Morrison's roundabout in the evening peak. Mitigation measures have been proposed to the highway layout of both these roundabouts to minimise these impacts and have been agreed with the Highway Authority. It has also been agreed that the applicant will carry out the mitigation works at the Whippendell Road/Ascot Road roundabout (to be completed prior to first occupation) and will contribute 50% of the costs (a £20,000 contribution) towards the works to the Ascot Road/Morrison's roundabout. The other 50% will be paid by the applicant of the Ascot Road site under ref. 17/00048/FULM. The works to this roundabout will be carried out by the Highway Authority.
- 6.3.6 The works to the Whippendell Road/Ascot Road can be secured by condition and the financial contribution can be secured by means of a s.106 planning obligation.
- 6.3.7 The site currently has 2 access junctions on Hatters Lane and 1 on Blackmoor Lane. Both are private roads in the ownership of the applicant. The southern junction on Hatters Lane operates as the main access/egress junction to the site onto Woodshots Meadow. The northern junction provides a secondary egress only junction. The junction on Blackmoor Lane also provides a secondary egress only

junction. The proposed development will retain all 3 of the existing junctions but with a proposed one-way internal loop road within the site. The southern junction on Hatters Lane will be the main access and the northern junction the main egress. The Blackmoor Lane junction will continue to function as an egress only junction, directly from the proposed multi-storey car park. The Transport Assessment has demonstrated that all 3 junctions will function satisfactorily as part of the proposed development. Final details of the internal loop road and the car parking areas can be secured by condition to ensure they function safely and effectively.

6.3.8 The illustrative site plan shows cycle parking and bin stores associated with each of the proposed buildings. The cycle parking provision is shown in accordance with the Council's cycle parking standards. Details of these stores, including their capacity, design and materials can be secured at detailed stage.

6.3.9 A draft Travel Plan has been proposed to encourage future employees to travel to the site by sustainable travel modes. This is acceptable in principle. A full Travel Plan can be secured by condition. A monitoring fee of £6,000 to cover the costs of the Highway Authority in the long term monitoring and review of the Plan can be secured by s.106 planning obligation.

6.4 (c) Illustrative details of layout

The illustrative site layout is based upon the use of the existing junctions on Hatters Lane with the southern junction proposed as the sole access and the northern junction as the main egress. The 4 proposed buildings are sited towards the Hatters Lane frontage with a single loop road running around them. At the rear of the buildings is the proposed multi-storey car park, surface level parking and staff amenity building, all accessed from the internal road. The existing junction on to Blackmoor Lane is retained as a direct egress from the car park. The land between the proposed buildings is shown as a series of high quality, landscaped, public courtyards with pedestrian access only.

6.4.1 The proposed multi-storey car park to the rear will be set in from the western boundary with Blackmoor Lane and screened with new planting. This area will also contain a pond and swales forming part of the surface water drainage scheme to form a new landscaped area along the western boundary. The layout provides clear legibility within and through the site and a clear separation between pedestrians and vehicles, with safe and usable public spaces between the buildings. This illustrative layout is considered acceptable and will ensure the proposed buildings and landscaped courtyards provide a high quality and distinctive entrance to Croxley Park.

6.5 (d) Illustrative details of scale and appearance

The existing office buildings in Croxley Park to the south of the site on Hatters Lane are 2 and 3 storeys high with associated multi-storey and surface level car parking set within landscaped grounds. They were built in the 1990s and are principally red brick with strip windows and pitched, tiled roofs. To the north and east, the existing buildings are generally 2 storeys high and exhibit a variety of styles and materials. The buildings to the north are more modern with metal cladding and curtain wall glazing and flat roofs. Those to the east are within the older Watford Business Park.

- 6.5.1 A recent planning permission was granted in 2015 by Three Rivers District Council on a site immediately to the south-east of the application site known as Buildings 1 and 2, Hatters Lane. These are 3 and 4 storeys respectively and of a high quality, contemporary design. They are served by a multi-storey car park and surface level parking with high quality landscaping. These buildings are being constructed by the applicant as part of Croxley Park and are referenced as an example of the type and quality of building intended for the application site at reserved matters stage.
- 6.5.2 The illustrative details for the proposed buildings show them as being part 4 storey, part 5 storey in height (16-20m) with L-shaped footprints. On this basis, they would be higher and have larger footprints than the existing office buildings in Croxley Park and the surrounding buildings. However, this is not considered to be unacceptable in any way given the employment location and the immediate context of the site. They would be no taller than the office buildings on Clarendon Road, the town's other main office location, which directly adjoin the surrounding residential areas. The application site is large and the illustrative layout shows that the buildings can be easily accommodated with significant areas of hard and soft landscaping around them. They will also be seen in the context of the large area of woodland immediately to the south and the mature trees lining the river corridor to the west. Within this context, the proposed buildings will not appear unduly large or out of character with the surrounding area. Furthermore, if the significant increase in employment floorspace identified by the latest employment study is to be delivered, taller and higher density buildings will need to be delivered in the town's main employment areas.
- 6.5.3 As appearance is a reserved matter, no elevational details or materials have been given at this stage. However, having regard to the quality of office buildings currently being delivered by the applicant at Buildings 1 and 2, Hatters Lane, your officers are confident that a high quality scheme can be achieved at reserved matters stage.
- 6.6 (e) Illustrative details of landscaping
Croxley Park incorporates a high quality and maturing landscape incorporating extensive tree and shrub planting and several small lakes. The focus is on creating a

high quality setting for the buildings and an environment that can be enjoyed by employees. This is highlighted through the existing amenity hub building on the site which provides café and leisure facilities. Furthermore, the applicant has recently been granted planning permission by Three Rivers District Council to replace the existing facility with a significantly larger building offering additional and improved facilities for employees of the Park.

- 6.6.1 A Landscape Strategy has been submitted as part of the application. The proposed strategy will follow this ethos of creating a high quality landscaped environment that not only provides a setting for the buildings but an environment to be used and enjoyed by employees. It also incorporates various biodiversity improvements to the site, particularly along the southern boundary with the River Gade and along the western boundary with the creation of a swale and pond and enhanced naturalistic planting as part of the sustainable drainage strategy for the site. This is acceptable in principle and will form a robust strategy for the detailed development of the landscaping scheme at reserved matters stage.

6.7 (f) Environmental matters

6.7.1 *i) Land contamination*

A Geo-Environmental Desk Study/Preliminary Risk Assessment has been submitted with the application. This has identified potential sources of contamination arising from the present and historic uses of the site, and a conceptual site model of potential sources, pathways and receptors. This has identified a moderate risk level for several receptors including the ground water which is within a source protection zone for drinking water. The report recommends a ground investigation to better understand the risks posed by the site to receptors and gas monitoring due to the historic presence of worked ground and landfill in the locality. This can be secured by condition.

6.7.2 *ii) Archaeology*

An Archaeological Desk-Based Assessment has been submitted with the application. This has identified a high potential for remains from the 20th century to survive, a medium potential for remains from the 19th century and prehistoric period and low potential for remains from the Roman and medieval periods. As such, an archaeological investigation is recommended. This can be secured by condition.

6.7.3 *iii) Ecology*

A Preliminary Ecological Appraisal has been submitted with the application, informed by a Phase 1 Habitat Survey (walkover survey). Notable habitats include the River Gade along the southern boundary, trees within the site and a hedgerow. Notable species likely to be using the site or in the vicinity of the site include bats, badger, hedgehog, brown hare and nesting birds. Recommendations are made

regarding the retention of habitats, mitigation of construction impacts and biodiversity enhancement. Construction impacts can be mitigated through a construction environmental management plan for biodiversity. The landscaping of the site, a reserved matter, can incorporate biodiversity enhancements and this is included in the Landscape Strategy submitted with the application.

6.7.4 A preliminary bat roost assessment of the buildings has concluded that the buildings have no potential for roosting bats.

6.7.5 *iv) Surface water drainage strategy*

The surface water drainage strategy for the site follows sustainable drainage principles, incorporating rain gardens between the buildings as part of the public realm, and a naturalistic swale and pond along the western boundary, within the Green Belt area. In order to minimise the potential for groundwater contamination, the surface water will drain into the River Gade, as per the existing situation at the site. Outflow to the river will be controlled, with underground storage tanks beneath the rain gardens used to retain surface water during storm events. The strategy has been designed to ensure no impact on the water quality of the river. This approach is acceptable and has been agreed with Herts. County Council as the Lead Local Flood Authority.

6.7.6 *v) Green Belt in TRDC*

The western corner of the site, within Three Rivers District, is within the Green Belt. At present this land comprises a surface level car park serving the existing industrial units. As part of the proposed application, the illustrative site layout shows this land as accommodating a new pond as part of the sustainable surface water drainage system, together with new tree and shrub planting. This will be an enhancement of the Green Belt and will not affect its openness. This is acceptable.

7.0 Community Infrastructure Levy and Planning Obligations

7.1 Community Infrastructure Levy (CIL)

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.

The CIL charge for offices is £0. Accordingly, no liability to CIL arises in the case of the development proposed in this application.

7.2 S.106 planning obligation

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, 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, off-site measures to mitigate traffic impacts at the Whippendell Road/Ascot Road roundabout have been agreed with the Highway Authority and can be secured by a s.106 planning obligation. A financial contribution towards the long term monitoring of the proposed Travel Plan is also sought.

7.2.1 Under Regulation 122 of the Community Infrastructure Levy Regulations 2010, where a decision is made which results in planning permission being granted for development, a planning obligation may only constitute a reason for granting planning permission for that development if the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

7.2.2 The contributions sought by the Council are directly related to the proposed development as they mitigate impacts that will arise directly from the proposed development and are fairly and reasonably related in scale and kind to the development. They are also necessary to make the development acceptable in accordance with the Council's planning policies. Accordingly, the contributions sought by Council meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, the planning obligation can be taken into account as a material planning consideration in the determination of the application. The Council's approach to seeking a financial contribution by means of a planning obligation is also fully in accordance with the advice set out in paragraphs 203 to 205 of the National Planning Policy Framework.

8.0 Conclusion

8.1 The proposed development will significantly increase the amount of employment floorspace on the site from the existing 17,515m² up to the proposed maximum of 40,000m². It will also provide up to 40,000m² of new Class B1(a) office floorspace which will make a very significant contribution to the predicted shortfall in office floorspace. It will also extend and enhance the offer of Croxley Park as a key office employment location. As such, the proposal accords with the key objectives and employment policies of the Core Strategy and is acceptable in principle.

- 8.2 A detailed, cumulative transport assessment has been carried out and highway mitigation measures have been agreed with the Highway Authority that will ensure the impacts at peak times will be minimised and not significant. The existing access arrangements to the site will be retained and modified which is acceptable. All other matters of layout, scale, appearance and landscaping are reserved for future approval. However, based upon the illustrative details submitted, your officers are confident a high quality development will be achieved at detailed stage.
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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.
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10.0 Recommendation

That, pursuant to a planning obligation under s.106 of the Town and Country Planning Act 1990 having been completed to secure the following Heads of Terms, outline planning permission be granted subject to the conditions listed below:

Section 106 Heads of Terms (Provisional)

- i) To secure a financial payment to Hertfordshire County Council of £20,000 towards off-site highway mitigation works at the Ascot Road/Morrison's Access roundabout, as detailed on drawing no. 16037-01-208 (Markides Associates).
- ii) To secure a financial payment to Hertfordshire County Council of £6,000 for the long term monitoring of the proposed Travel Plan for the site.

Conditions

- 1. No development shall commence until details of the reserved matters of layout, scale, appearance and landscaping have been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason: To comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. Applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Development shall commence before the expiration of two years from the date of approval of the final reserved matters application.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990 and as amended by the Planning and Compulsory Purchase Act 2004.

3. Notwithstanding the description of the application and the approved drawing no. 050_05 (Access Plan – Site), the approval of the access relates only to the 2 junctions on Hatters Lane and the junction on Blackmoor Lane and not to the internal road layout and car parking areas. The reserved matters applications pursuant to this permission shall be made in accordance with the approved access junctions.

Reason: In the interests of highway safety and the amenity of users of the site.

4. Details of the reserved matter of layout shall include final details of the internal access road, car parking areas and servicing areas, showing vehicle swept paths for manoeuvring and turning.

Reason: In the interests of highway safety and the amenity of users of the site.

5. No building approved under the reserved matters shall be occupied until the approved access junctions and internal road arrangements have been implemented in full.

Reason: In the interests of highway safety and the amenity of users of the site.

6. No development shall commence until a Section 278 agreement under the Highways Act 1980 has been completed for the carrying out of the highway mitigation measures at the Whippendell Road/Ascot Road roundabout, as detailed on drawing no. 66006-TA-005 (Development Transport Planning). No building approved under the reserved matters shall be occupied until the

highway mitigation measures have been implemented in full.

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

7. No building approved under the reserved matters shall be occupied until details have been submitted to and approved by the Local Planning Authority for the improvement of the 2 bus stops outside the site on Hatters Lane, and these works have been implemented in full.

Reason: To improve facilities for passengers and to promote travel to the site by public transport.

8. The development hereby permitted in outline shall not exceed 5 levels of floorspace for any building containing Class B1(a) office floorspace.

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

9. The maximum gross external floorspace (GEA) of the buildings on the site shall not exceed 40,000m².

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

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and any subsequent legislation that amends or supersedes this Order, the floorspace hereby approved shall only be used for office purposes within Class B1(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended), with the exception of the 'staff amenity building' which shall only be used for purposes ancillary to the approved office use.

Reason: To accord with the employment designation of the land and the details of the submitted application.

11. The provision of car parking for each individual phase of the development, submitted for reserved matters approval, shall not exceed 1 space per 45m² of gross external floorspace (GEA).

Reason: To ensure the traffic generated by the proposed development and the predicted impacts on the local highway network accords with the conclusions of the Transport Assessment.

12. No development shall commence until a detailed surface water drainage scheme has been submitted to, and approved in writing by, the Local Planning Authority. The surface water drainage system shall be based on the submitted Flood Risk Assessment and the Drainage Strategy and Water Quality Management Report (both by AKSWard, dated January 2017, ref. X162030) .

The surface water drainage scheme should include limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site:

- i) Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + 40% climate change event.
- ii) Provide appropriate amount of attenuation to minimise the amount of informal flooding.
- iii) Updated drainage layout, showing the breakdown of the required attenuation volume between the different components. This should be supported by calculations presented in a manner that the link can be made with specific locations on drawing. This should also include all areas of informal flooding.
- iv) Implementing the appropriate drainage strategy based on attenuation and discharge, using appropriate SuDS measures.
- v) Details of how the scheme shall be maintained and managed after completion.
- vi) Detailed engineered drawings of the proposed SuDS measures.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: This is a pre-commencement condition in order to prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future users.

13. No development shall commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of

archaeological significance and research questions; and

1. The programme and methodology of site investigation and recording;
2. The programme and methodology of site investigation and recording as suggested by the archaeological evaluation;
3. The programme for post investigation assessment;
4. Provision to be made for analysis of the site investigation and recording;
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation;
6. Provision to be made for archive deposition of the analysis and records of the site investigation;
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

The development shall only be carried out in accordance with the programme of archaeological works set out in the approved Written Scheme of Investigation.

Reason: This is a pre-commencement condition to ensure that any archaeological remains are properly recorded, in accordance with Policy UD2 of the Watford Local Plan Core Strategy 2006-31. This needs to take place before development commences in order to ensure any remains present are not damaged or destroyed before they are recorded.

14. No building approved under reserved matters shall be occupied until the archaeological site investigation and post investigation assessment has been completed in accordance with the programme set out in the Archaeological Written Scheme of Investigation approved under Condition 13 and the provision made for analysis and publication where appropriate.

Reason: To ensure that any archaeological remains are properly recorded, in accordance with Policy UD2 of the Watford Local Plan Core Strategy 2006-31.

15. No development shall commence until a drainage strategy for foul water and surface water, detailing any on and/or off site drainage works, has been submitted to and approved by the Local Planning Authority. 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: This is a pre-commencement condition as the development may lead to sewage flooding and 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, in accordance with Policy SD2 of the Watford Local Plan Core Strategy 2006-31.

16. No development shall commence (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan for biodiversity (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:

- i) Risk assessment of potentially damaging construction activities.
- ii) Identification of “biodiversity protection zones”.
- iii) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- iv) The location and timings of sensitive works to avoid harm to biodiversity features.
- v) The times during which construction when specialist ecologists need to be present on site to oversee works.
- vi) Responsible persons and lines of communication.
- vii) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- viii) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: This is a pre-commencement condition to ensure safeguards for breeding birds and retained trees, and to maintain the integrity and protection of the section of the River Gade adjacent to the application site, in accordance with Policy GI3 of the Watford Local Plan Core Strategy 2006-31.

17. No 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 a Site Waste Management Plan (SWMP) for all aspects of waste management during site preparation and construction has been submitted to and approved in writing by the Local Planning Authority. This shall include measures for

recycling/disposing of waste resulting from demolition and construction works. The development shall be carried out in accordance with the approved SWMP throughout the period of works for the development.

Reason: This is a pre-commencement condition in the interests of the local environment and sustainability in accordance with Policies SD1 and SD4 of the Watford Local Plan Core Strategy 2006-31.

18. No development shall take place until a scheme for the provision and management of a minimum of an 8 metre wide buffer zone from the top of the bank of the Gade and a minimum of a 5 metre wide buffer zone around the proposed pond shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- Plans showing the extent and layout of the buffer zone.
- Details of any proposed planting scheme (to be planted with native species only).
- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management, plus production of detailed management plan.
- Details of any proposed footpaths, fencing, lighting etc.
- Confirmation that there shall be no light from external artificial lighting into the watercourse or adjacent river corridor habitat (to achieve this the specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of bank of the watercourse are maintained at background levels which are considered to be a Lux level of 0-2).

19. No development shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved, in writing, by the Local Planning Authority:

(1) A site investigation scheme, based on the submitted Preliminary Risk Assessment (prepared by Jomas dated 14th December 2016; reference P9721J969) to provide information for a detailed assessment of the risk to all

receptors that may be affected, including those off site.

(2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: This is a pre-commencement condition to protect the water environment, including groundwater, as any contamination within the site needs to be identified and an appropriate remediation scheme agreed as these works will need to be undertaken before construction works commence, in accordance with saved Policy SE24 of the Watford District Plan 2000.

20. No building approved under the reserved matters shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the water environment, including groundwater, in accordance with saved Policy SE24 of the Watford District Plan 2000.

21. 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 the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To protect the water environment, including groundwater, in accordance with saved Policy SE24 of the Watford District Plan 2000.

22. No infiltration of surface water drainage into the ground shall take place other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the water environment, including groundwater, in accordance with saved Policy SE24 of the Watford District Plan 2000.

23. No piling or any other foundation designs using penetrative methods shall be carried out 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. The piling method statement must also demonstrate that there will be no resultant unacceptable risk to groundwater. Any piling must be undertaken in accordance with the approved piling method statement.

Reason: To protect the water environment, including groundwater, and any underground sewerage infrastructure, in accordance with saved Policy SE24 of the Watford District Plan 2000.

24. No occupation of any part of the permitted development shall take place until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected.

Reason: To ensure that redundant boreholes are safe and secure and do not cause groundwater pollution or loss of water supplies.

25. At least 3 months prior to the first occupation of any building approved under reserved matters, a detailed Travel Plan for the site, based upon the Hertfordshire County Council document 'Hertfordshire Green Travel Plan Guidance', shall be submitted to the Local Planning Authority. The approved Travel Plan shall be implemented at all times.

Reason: To ensure the development offers a wide range of sustainable travel choices to reduce the impact of travel and transport on the environment, in accordance with Policy T3 of the Watford Local Plan Core Strategy 2006-31.

26. No building approved under reserved matters shall be occupied until a waste management scheme, detailing the siting, capacity and design of storage areas for waste and recycled materials, and a management plan for collection, has been submitted to and approved in writing by the Local Planning Authority and this scheme has been implemented in full. These facilities shall be retained as approved at all times.

Reason: To ensure adequate facilities are provided for future occupiers and in the interests of the visual amenity of the site, in accordance with saved Policy SE7 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

27. No building approved under reserved matters shall be occupied until details of secure and weatherproof cycle storage facilities, based upon the Council's cycle parking standards within the Watford District Plan 2000, have been submitted to and approved in writing by the Local Planning Authority and these facilities have been provided in accordance with the approved details. These facilities shall be retained as approved at all times.

Reason: To ensure adequate facilities are provided for staff and visitors to encourage travel to the site by cycle, in accordance with saved Policy T10 of the Watford District Plan 2000.

28. No external lighting shall be installed on the site or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing a lighting scheme containing details of the position, height, design, intensity and time restrictions of all lighting. The lighting scheme shall be designed to minimise impacts on wildlife along the River Gade and the adjoining

woodland area to the south of the site. All lighting shall be installed and operated thereafter in accordance with the approved scheme.

Reason: In the interests of the visual amenity of the site and biodiversity, in accordance with Policies UD1 and GI3 of the Watford Local Plan Core Strategy 2006-31.

Informatives

1. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health & Safety at Work Act 1974, The Clean Air Act 1993 and The Environmental Protection Act 1990.

In order to minimise impact of noise, any works associated with the development which are audible at the site boundary should be restricted to the following hours:

- Monday to Friday 8am to 6pm
- Saturdays 8am to 1pm
- Noisy work is prohibited on Sundays and bank holidays

Instructions should be given to ensure that vehicles and plant entering and leaving the site comply with the stated hours of work.

Further details for both the applicant and those potentially affected by construction noise can be found on the Council's website at:
https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise.

2. The Local Planning Authority has been positive and proactive in its consideration of this planning application, in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority suggested modifications to the development during the course of the application and the applicant submitted amendments which result in a form of development that maintains/improves the economic, social and environmental conditions of the District.
3. It is an offence to take or disturb the breeding or resting location of protected species, and precautionary measures should be taken to avoid harm where appropriate. If protected species, or evidence of them, is

discovered during the course of any development, works should stop immediately and advice sought as to how to proceed. This may be obtained from: Natural England: 0300 060 3900; the UK Bat Helpline: 0845 1300228 or Herts & Middlesex Bat Group: www.hmbg.org.uk ; Herts & Middlesex Badger Group; Hertfordshire Amphibian and Reptile Group, or a suitably qualified ecological consultant.

Badgers are protected under the Wildlife and Countryside Act 1981 (as amended) and the Protection of Badgers Act 1992, which makes it an offence to:

- Wilfully kill, injure or take a badger, or to attempt to do so;
- Cruelly ill-treat a badger; or
- Intentionally or recklessly interfere with a badger sett.

For birds, the removal of trees & shrubs should be avoided during the breeding season (March to September inclusive). If this is not possible then a search of the area should be made by a suitably experienced Ecologist and if active nests are found, then clearance must be delayed until the nesting period has finished.

For reptiles and amphibians, stored materials (that might act as temporary resting places) are raised off the ground e.g. on pallets or batons; and any rubbish is cleared away to minimise the risk of animals using the piles for shelter. Caution should be taken when moving debris piles or building materials as any sheltering animals could be impacted on.

Trenches should have escape ramps to provide an escape opportunity for any animals that may have become trapped.

4. All works required to be undertaken on the highway network will require an Agreement with the Highway Authority. Before commencing the development the applicant shall contact HCC Highways Development Management, County Hall, Pegs Lane, Hertford, SG13 8DN to obtain their permission and requirements. This is to ensure any work undertaken in the highway is constructed in accordance with the Highway Authority's specification and by a contractor who is authorised to work in the public highway.

Drawing numbers

Site location plan

050_05 (Access Plan – Site Outline – application stage)

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