

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>31<sup>st</sup> January 2018</b>
Site address:	Oxhey Park North
Reference Number:	17/01399/FUL
Description of Development:	The demolition of the existing disused club house and provision of a play, skate and cycling park, including the erection of a new café and community facilities together with the improvement of walking and cycling routes through the park
Applicant:	Watford Borough Council
Date Received:	6th October 2017
13 week date (major):	1st December 2017
Ward:	Oxhey

### Summary

The proposal relates to Oxhey Park North, which lies to the south of the new link road (Thomas Sawyer Way) and north of the river Colne. The main occupiers of the site were previously the Glen Rovers GAA Club which primarily used the park for Gaelic games and has now been relocated to Radlett Road playing field, with improved facilities.

The proposal is for a major enhancement of Oxhey Park North that would involve the provision of a “Wheeled Sports Park” designed for cycling, skateboarding and play, supported by a community building providing a café and toilet facilities for the wider Oxhey Park.

The proposal provides parking spaces on permeable ground. The proposal will also incorporate significant landscaping with water features which are designed to reduce the risk of flooding.

The sport grounds are located well away from the residential buildings and at a safe distance from the park boundary. Given its distance from the residential dwelling it is considered that the proposal will have no significant impact upon the amenities of the local residents.

Herts Highways considers that the proposal is acceptable in relation to traffic and parking considerations.

The National Planning Policy Framework (NPPF) advises that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. The NPPF further emphasises that “access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” The proposal will provide such facilities and is therefore in accordance with central government planning policy.

The use of this underused part of the park for recreational activities, meeting the needs of Watford’s growing population, accords with policy objectives at a national and local level. The facilities proposed will provide active uses for young people along with a café and cycle hub for the increasing number of cyclists in Watford. The enhanced routes will connect into national and local cycle and pedestrian routes which meet the Green Infrastructure Plan (GIP) objectives set out in policy GI1 of the Local Plan (Core Strategy).

The proposed café will provide a community hub for the wider use of the public and enhances facilities for the recently improved Oxhey Park.

The scheme has significant public support and is a welcome addition to the public facilities for Watford.

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

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## **1 Site and Surroundings**

- 1.1 The proposal relates to Oxhey Park North, which lies to the south of the new link road (Thomas Sawyer Way) and north of the river Colne. The main occupiers of the site were previously the Glen Rovers GAA Club which primarily used the park for Gaelic games.
- 1.2 As well as the playing field, the park benefited from a single storey club house and changing room facilities. There was also a parking space to the west side of the park.

- 1.3 The single storey club building was demolished to facilitate the construction of the new road for the Watford Health Campus. The club has already been relocated to Radlett Road Playing Fields with improved facilities. The park is no longer marked out for pitches. The southern part of the site is currently used by contractors for car parking purposes.
- 1.4 The site is accessed off Wiggshall Road which is a principle distributor route through Watford. Except for almost a third of the site currently being used for car parking associated with the contractors, the remainder of the site is green grass. There are pedestrian and cycle routes through the park.
- 1.5 The park is connected to the larger Oxhey Park via a footbridge over the river Colne. The area is not within a conservation area and there is no listed structure or building within the park. The site adjoins the Colne Valley Regional Park which is identified as a wildlife corridor and is a designated open space.

## **2 Proposed Development**

- 2.1 The proposal is for a major enhancement of Oxhey Park North that will involve the provision of a “Wheeled Sports Park” designed for cycling, skateboarding and play, supported by a community building providing a café and toilet facilities for the wider Oxhey Park.
- 2.2 The proposed wheeled sports activities will include a pump-track, skate park, skate plaza, jump box, bike and skateboarding skills area, mountain bike and BMX skills track, play area, junior bike, toddler and junior play area. The proposed skate park is designed in such a way that it will cater for all levels of skills, for all ages.
- 2.3 The community building will incorporate: a café and WC facilities and will be located to the north of the site. It will be single storey, incorporating a green roof. The café facility will also provide a river side terrace and will be allowed to be used for education and conference purposes.
- 2.4 The scheme will also seek to improve the existing pedestrian and cycling facilities which run through the site. There will be small car parking area to the west of the site. The scheme has incorporated soft landscaping as well and water features designed to reduce the risk of flooding.

### **3 Relevant Planning History**

- 3.1 On 21.09.1989, conditional planning permission (Ref; 89/00248/FUL) was granted for the erection of a single storey building for use as a community centre.
- 3.2 On 01.09.2014, an application (Ref; 14/01110/DEM) was granted for prior approval for demolition of the Irish Club to enable formation of site compound for construction of new road.

### **4 Relevant policies**

#### **National Planning Policy Framework**

- 4.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and seeks to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. The NPPF was published on 27th March 2012 and is a material consideration in planning decisions. It does not change the statutory status of the development plan as the starting point for decision making. Planning Policy Guidance Notes and Statements have been cancelled and replaced by the NPPF. Particularly relevant sections are:

Section 7 requiring good design

Section 8 promoting healthy communities

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

Section 11 Conserving and enhancing the natural environment

#### **The Development Plan**

- 4.2 In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:
  - (a) Watford Local Plan Part 1: Core Strategy 2006-31 (adopted Jan 2013)
  - (b) the continuing "saved" policies of the Watford District Plan 2000
  - (c) the Hertfordshire Waste Core Strategy And Development Management Policies Document 2011-2026
  - (d) the Hertfordshire Minerals Local Plan Review 2002-2016

#### **Watford Local Plan, Part 1: Core Strategy 2006-2031**

- 4.3 This document was adopted on 30th January 2013. The following sections are particularly relevant to this case:
  - SS1 Spatial Strategy;
  - SD1 Sustainable Design;
  - SD2 Water;
  - SD3 Climate Change;

- T2 Location of New Development;
- T3 Improving Accessibility;
- UD1 Delivering High Quality Design;
- GI1 Green Infrastructure;
- GI2 Biodiversity

#### **Watford District Plan Saved policies**

- U5 Access
- SE22 Noise
- SE36 Replacement Trees and Hedgerows
- SE37 Protection of Trees, Woodlands and Hedgerows
- SE39 Tree and Hedgerow Protection in New Development
- L4 Open space protection
- L5 Playing fields
- T4 Transport and New Development
- T7 Pedestrian Facilities in Development
- T21 Access and Servicing

#### **Supplementary Planning Guidance**

- SPG10 Open Space Provision
  - SPG13 Accessible Environments
  - SPG14 Designing for Community Safety
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## **Consultations**

### **5 Neighbour consultations**

- 5.1 Letters were sent to the occupiers immediately adjacent to the park, a site notice was displayed on site and the scheme was publicised in the local press.
- 5.2 The Council's system shows 71 comments in support, 41 comments objecting and 4 general representations have been received. Although it is noted that two comments recorded as objections actually state support for the development. At the time of writing this report no petitions have been received.
- 5.3 A summary of the points that were raised can be found below in the section of this report entitled Consideration of Representations Received.

#### **Statutory consultations**

##### **Herts Highways;**

No objection subject to conditions.

**Sport England**

Support the scheme

**Environment Agency**

No objections subject to conditions

**Flood Authority**

No objection, subject to conditions

**Crime and prevention officer**

No objection subject to conditions

**Internal consultations**

**Policy and place shaping team**

Supports the scheme

**Arboriculture officer**

No objection, subject to landscaping details to be provided

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**Appraisal**

**6 Planning considerations**

6.1 The issues to be considered are whether the proposal will:

- detract from the recreational and sport opportunity offered by the existing recreation ground
- have an adverse impact on the amenities of local residents, in terms of noise, other activities associated with the skate park
- have an adverse impact on parking conditions and free and safe highways conditions
- have a detrimental impact on the designated wild life corridor or the trees
- increase the risk of flooding in the area.

**Impact on the recreation ground**

6.2 The scheme has been progressed by Watford Borough Council in consultation with community and other stakeholders for the last few years. It responds to an action identified in the Council's Sport Facilities Strategy to investigate the potential

provision of extreme sports provision in relation to BMX/skateboarding in a central location linked to a centralized cycle hub facility that encourages greater use of cycling in Watford. The focus of the centre will be around encouraging participation in cycling and skateboarding at an informal level and will be designed for meeting local community needs rather than club or elite level sports' needs.

- 6.3 The facilities will offer the potential to encourage the community, especially young people, to take up cycling or skateboarding and then use the facilities to develop their skills.
- 6.4 Supporting children's play facilities will help encourage families to visit the centre. The proposed community building will provide essential ancillary facilities such as a café and toilets for supporting the sports facilities and the use of the wider Oxhey Park which currently does not benefit from such facilities.
- 6.5 Oxhey Park to the south of the river Colne which is directly accessed by a footbridge to the site has recently been improved. It is considered that the proposed community building in this scheme will improve facilities for the whole park.
- 6.6 The proposal will also improve walking and cycling, as well as providing multi-functional public open space and supporting facilities thereby complying with the national and local strategies, objectives and policies.
- 6.7 Sport England has commented that "while not a formal sports facility, the proposal offers significant potential to grow and sustain participation in cycling and skateboarding by providing a strategic facility suitable for beginners who could then develop their skills and participate in wheeled sports at more formal level. The facilities also offer the potential to encourage physical activity by young people in particular which accords with Sport England's strategy "Towards an Active Nation" which focuses on behaviour change to get people active and participate in sport and physical activity especially those that are currently inactive."
- 6.8 The proposal will not result in the loss of existing sporting facilities, as these have already been relocated to superior facilities at Radlett Road Playing Field. The Gaelic club had to be relocated to make way for the link road to the north of the application site. Since the road has been formed and the sport facilities have been relocated to a much better location with significantly improved facilities, the application site has not been used for formal sporting purposes.
- 6.9 Sport England has further explained "the proposed development would provide a

new outdoor sports facility of strategic importance in the Watford context that would offer potential to make an important contribution towards meeting community wheeled sports needs in the Watford area as well as encouraging more informal physical activity in Oxhey Park". Sport England has confirmed its support for the proposed development as a non-statutory consultee.

- 6.10 Therefore, the proposal in terms of the impact upon public open space, playing field and sporting use is considered acceptable and welcome.

### **Design and aesthetic considerations**

- 6.11 Considerable effort has been made to ensure the proposed facility incorporates sufficient soft landscaping with significant levels of tree planting and bushes to ensure the open and green character of the park is maintained.
- 6.12 The building proposed for the café and cycle hub will provide a good local focal point. Its design is modern and will incorporate a green roof which contributes to the setting of the green park. The proposed design is considered acceptable subject to materials being approved and details relating to the fenestration and roof treatment.
- 6.13 It is therefore considered that the proposed scheme will have an acceptable impact upon the visual amenity of the area.

### **Impact upon trees and wildlife**

- 6.14 The Council's arboricultural officer is satisfied with the scheme. The proposal will result in the loss of only two trees but will include substantial new planting throughout the site. A condition will be imposed to require a detailed soft landscaping scheme to be submitted.
- 6.15 Given the flat and generally previously pitched sport use of the site as well as the extensive use of the parking spaces currently taking place on site, the existing site does not offer significant ecological value. Therefore, given this context, there will be little impact upon the biodiversity of the site.

### **Highway issues**

- 6.16 Currently the site is being used for car parking by contractors working on projects in the vicinity. In its current condition the car parking spaces generate a significant

level of trips to the site.

- 6.17 Prior to the relocation of the Glen Rovers Hurling and Football Club, there was a car park here which accommodated around 30 parking spaces. Because this was not a managed car park, it was normally used by the commuters. The club users normally arrived after the bulk of commuters had left.
- 6.18 Herts Highways have commented on the proposal and conclude that 'In terms of capacity, safety and sustainability the proposed development complies with the policies set out in the NPPF. The highway authority is satisfied that a safe access can be provided, but the details should be agreed prior to commencement of the development. In view of the above the Highway Authority does not wish to restrict the grant of consent subject to the above conditions and advisory notes.'
- 6.19 It is also noted that the project is identified in the Infrastructure Delivery Plan and has funding in place. The proposal will include the remodelling of the northern part of the park with new routes for walking and cycling; it will connect into the wider cycle and pedestrian routes through connections to the health campus scheme, thereby significantly improving its accessibility by cyclists, skate users and pedestrians. Separate to this proposal, it is also noted that County Highways are also seeking to improve the pedestrian access from the petrol station to the park by re-introducing and improving a pavement to the south side of the site and at the junction with Thomas Sawyer Way and Wiggenhall Road. The existing crossing across Wiggenhall Road which links Oxhey Park North to the Riverside Recreation Ground will be retained.
- 6.20 The sole matter of concern raised by the Highway Authority relates to the proposed access arrangements, however these concerns relate to technical matters relating to the precise arrangement and the level of detail provided. The Highway Authority are not raising concerns regarding the level of trips or location of the access, which are acceptable in principle, and have accepted that the outstanding matters can be appropriately addressed by condition. This is the appropriate way forward in such cases and officers agree that this is an appropriate way to proceed.
- 6.21 Overall, it is considered that the proposal will not cause any highways concerns subject to the imposition of a condition relating to the access point.

### **Impact upon local amenity**

- 6.22 It is not envisaged that the proposal, in terms of loss of light or overlooking, will

have any bearing on the amenities of residents around the site. The proposed café structure will be well away from the nearest residential area. Further, given its distance from the residential area, its impact in terms of noise upon nearby residents will be acceptable.

- 6.23 The proposal will have some impact on dog walkers. However, the Oxhey Park across the river, or the Riverside Recreation Ground across the road will maintain ample opportunities for dog walkers to exercise their dogs. In particular the improvement in pedestrian routes will enable ease of access to the wider Oxhey park.

### **Crime prevention**

- 6.24 The major concern raised by the public is in relation to the possibility of anti-social behaviour which might take place. This has been referenced in respect to the BMX Park to the south of the river, where some issues did arise.
- 6.25 The Council has been mindful of the potential problem from the outset. The scheme has been designed with the involvement of Herts Crime Prevention Constabulary from the outset. Unlike the BMX park cited by concerned parties, which was concealed from the public view, the proposed park will be located in such a way that there will be a good level of public surveillance. The variety of facilities also means the site is likely to attract a variety of people from the community with a greater range of users and public surveillance than the BMX park.
- 6.26 The council has prepared a management plan, incorporating crime prevention measures in consultation with the recommendations of the Hertfordshire Constabulary Crime Prevention officer to minimise potential antisocial behaviour.

### **Flood and Drainage**

- 6.27 The scheme has been re-designed to incorporate soft landscaping as well as a storage water feature which will minimise the impact of flooding on site or elsewhere. The Environment Agency, which initially objected to the scheme, has withdrawn its objection and is now satisfied that subject to condition the proposal will both protect the ground water and reduce the risk of flooding.

## **7. Consideration of representations received**

- 7.1 The council's system shows 71 comments in support, 41 comments objecting and 4

general representations have been received. It is noted that two comments recorded as objections actually state support for the development. At the time of writing this report, no petitions have been received.

7.2 The supporting comments generally express a number of views about the scheme. These are noted by officers who generally concur with the potential for the scheme to deliver these benefits. The main themes are as follows:

- The facility will provide a space for families of all ages to enjoy
- Welcome the addition of facilities for children
- Welcome seeing these types of sports being recognised and supported
- The proposals will provide opportunities for healthy recreation and exercise
- Consider the facilities will support larger cultural diversity and community
- Welcome improvements to cycle paths and facilities.

7.3 The comments objecting to the proposals are summarised below and an officer comment is provided on each.

Points Raised	Officer's Response
There will be potential risk of antisocial behaviour	This issue has been the focus of the design team from the start. Appropriate measures have been incorporated to the design of the scheme and there is a management plan adopting measures to reduce the risk of the antisocial behaviour.
The formal sports ground will be lost, there will be loss of green space	Sport England is the national body responsible for the protection of formal sporting facilities and has raised no objection to the proposals. The previous users of the site have been relocated to other facilities and the proposal will significantly enhance the facilities offered for recreational use, albeit relating to a differing type of sport and recreation. The proposal incorporates a well thought out landscaping scheme which will ensure an appropriate landscaped appearance appropriate to the open and recreational use of the park.
The dog walkers will not be able to exercise their dogs.	The wider Oxhey Park as well as the Riverside Recreation Grounds are all within walking distance and the improved pedestrian access will allow easier access to these parks. While

	dog walkers may no longer be able to use parts of this site there are ample facilities for them in the locality.
Parking and traffic Issues	The scheme is designed to discourage the use of private cars to the site, which will be served by a modest managed car park. The site has good accessibility by public transport, cycle and walking. It is also considered there is likely to be a higher propensity for cyclists and walkers given the proposed uses. Having reviewed the transport assessment, it is considered the proposed parking would be adequate for the facility. The facilities are considered likely to result in less traffic than the current use as contractor parking.
There is an increase in the risk of flooding	Appropriate measures have been incorporated to reduce the risk of flooding. The Environment Agency has no objection to the scheme.
Construction of the proposed park will cause further disturbances	Issues of noise and disturbance during the construction period are not material planning considerations and are subject to appropriate control under other legislation.
Impact on wildlife	Ecological surveys of the site have concluded the habitats on site are typical of recently disturbed areas and urban parkland and comprise ephemeral vegetation, amenity grassland, bare ground and hardstanding. As such, they are of low ecological value. Providing mitigation measures are adopted with care, the biodiversity value of the site will be higher post development than the present baseline, the development will also make a significant contribution to green infrastructure in the area.

## 8 Conclusion

- 8.1 The proposed use of this underused part of the park to provide much sought after activities to meet the needs of Watford's growing populations meets all the policy objectives at a national and local level. The facilities proposed will provide exciting activities for young people along with a café and cycle hub for the increasing

number of cyclists in Watford. The enhanced routes will connect into national and local cycle and pedestrian routes which meet the GIP objectives set out in policy GI1.

- 8.2 The proposal will incorporate significant tree planting, soft landscaping and water features which will enhance the ambiance of the green setting of the park. The proposed café will provide a community hub for the wider use of the public and enhances facilities for the recently improved Oxhey Park.
- 8.3 The scheme has significant public support and is a welcome addition to the public facilities for Watford.

## **9 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.

### **Recommendation**

That planning permission be granted subject to the following 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 car parking layout shall be completed in accordance with the plans hereby approved prior to the skate park is brought into use.

Reason: To minimise the impact of car parking on the character and amenity of the Green Belt in accordance with policies UD1, GI1 and GI2 of Watford Local Plan Core Strategy 2006-2031 adopted January 2013.

- 3. No development shall commence within the site until full details and samples of the

materials to be used for the external surfaces of the community building including doors, and windows and roof details have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall only be implemented in accordance with the approved details.

Reason: In the interests of the visual appearance of the site and its impact on the character of the surrounding area, in accordance with Policies UD1 and UD2 of the Watford Local Plan: Core Strategy 2006 – 2013 (Adopted January 2013).

4. The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) 'Watford Borough Council: Oxhey Park North: Proposed cycle Hub/ BMX Track /Sate Park Updated Flood Risk Assessment' produced by Hydro-Logic services Ltd (ref: L0071/1, November 2017) and compensatory flood storage measures detailed within 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. The proposed development will meet the requirements of paragraph 103 of the National Planning Policy Framework (NPPF) policy to ensure flood risk is not increased elsewhere if the following planning condition is included. This is in line with policy SE27 of Watford District Plan 2000.

5. No development shall commence within the site 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 preliminary risk assessment which has identified:
    - (i) all previous uses;
    - (ii) potential contaminants associated with those uses;
    - (iii) a conceptual model of the site indicating sources, pathways and receptors;
    - (iv) 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 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.

Reason: To protect groundwater in line with Policy SD1 of the Watford Local Plan Core Strategy (2006-2031).

6. The development hereby permitted shall not be brought into use 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.

Reason: To protect groundwater in line with Policy SD1 of the Watford Local Plan Core Strategy (2006-2031).

7. No development within the site shall 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.

Reason: To protect groundwater in line with Policy SD1 of the Watford Local Plan Core Strategy (2006-2031).

8. 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:
  - (a) submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination is to be dealt with; and,
  - (b) obtained written approval from the Local Planning Authority for that remediation strategy. The remediation strategy shall be implemented as approved.

Reason: To protect groundwater in line with Policy SD1 of the Watford Local Plan Core Strategy (2006-2031).

9. No development shall commence within the site until such time as a scheme to dispose of foul and surface water has been submitted to and approved in writing by the Local Planning Authority. The scheme shall make provision for roof drainage from the building to be sealed at ground level. The scheme shall be implemented as approved.

Reason: To protect groundwater in line with Policy SD1 of the Watford Local Plan Core Strategy (2006-2031).

10. Piling or any other foundation designs using penetrative methods shall not be used on site 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 groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect groundwater in line with Policy SD1 of the Watford Local Plan Core Strategy (2006-2031).

11. No development shall commence on site until a detailed survey of the application site has been undertaken to assess the existing ground conditions and the extent of any land contamination and if necessary appropriate measures shall be incorporated into the development to ensure adequate protection for future occupants of the development and occupiers of existing adjoining premises from

contamination. Such measures shall be agreed in writing with the Local Planning Authority prior to any works commencing on the site and shall be incorporated into the development before any part of the approved development is first brought into use.

Reason: In the interests of the safety of the existing and the future occupiers of the development in accordance with Policy SE24 of the Watford District Plan 2000.

12. No development commence within the site until the detailed design of the vehicular access to the site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved detailed design.

Reason: In order to ensure that the proposed access will have no impact on the free flow of flood water in the existing swale.

13. No works shall commence on the site until such time detailed plans of access junction shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. All construction works shall be carried out in accordance with the approved plans. The access junction detailed plan should be to scale for a Stage 1 safety audit and the details shall include: a. Access junction with entry/exit radii (not drop kerb) b. Width of the access suitable for two large vehicles to pass one another c. Proposed location of any entrance barriers and the operation details. d. Proposed right turning lane, width, alterations to lane markings and alterations to local road signs. e. Visibility splays.

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

14. Prior to the first occupation of the development hereby permitted access shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority, in consultation with the Highway Authority.

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

15. Before being brought in to use the new parking areas hereby approved shall be surfaced in durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge in to highway.

Reason: To avoid the carriage of extraneous material surface water from the site into the highway so as to safeguard the interest of highway safety.

### **Informatives**

1. For details of how the Local Planning Authority has reached its decision on this application please refer to the report of the Development Management Section Head to the Development Management Committee, which can be obtained from the Council's website [www.watford.gov.uk](http://www.watford.gov.uk), where it is appended to the agenda of the committee meeting of 3rd January 2018; and please refer also to the minutes of that meeting.
2. 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 2015.
3. This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision. To find more information and for advice as to whether a Building Regulations application will be required please visit [www.watfordbuildingcontrol.com](http://www.watfordbuildingcontrol.com).
4. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and 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](https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise)
5. The applicants are reminded that works affecting the public highway, including any

alterations to the existing vehicular access to the site, will require a separate agreement with Hertfordshire County Council (the Highway Authority) under Section 278 of the Highways Act 1980.

6. The applicants are reminded that the storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.  
Obstruction of the highway
  
7. The applicants are reminded that the obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.  
Mud on highway
  
8. The applicants are reminded that it is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 123 4047.

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