

Committee date	6 th February 2019
Application reference	18/01383/FULM
Site address	MSCP, Thomas Sawyer Way, Watford
Proposal	Redevelopment of the site to provide a new multi-storey car park (MSCP) with capacity for up to 1455 car parking spaces with associated landscaping and access
Applicant	Watford Health Campus Partnership
Agent	Savills
Type of Application	Full planning permission: Major
Reason for committee item	Major Application
Target decision date	Extended by agreement to 11 th February 2019
Statutory publicity	Press advertisement and site notice with overall expiry of 30 November 2018.
Case officer	Alice Reade alice.reamde@watford.gov.uk
Ward	Vicarage

1. Recommendation

Approve subject to conditions as set out in section 8 of this report.

2. Site and surroundings

- 2.1 This application site of 1.75 hectares is located to the north of Thomas Sawyer Way, to the east of the hospital and to the south of the Vicarage Road Stadium. It is accessed from a roundabout on Thomas Sawyer Way. The application site consists of land forming part of the former allotments.
- 2.2 Access to the site is to be via a road from the existing roundabout on Thomas Sawyer Way which is subject to planning approval ref. 18/01349/FUL.
- 2.3 The site and context include significant ground level changes with ground levels reducing from north to south making the site lower relative to the stadium and elevated relative to Thomas Sawyer Way and the south of the Riverwell zone.
- 2.4 The site is not within a conservation area and does not encompass any listed buildings. The site is within Flood Zone 1.
- 2.5 Further information is available in the appendices to the report and on our [website](#).

3 Summary of the proposal

- 3.1 The development is of a multi-story car park (MSCP) of 7 storeys to provide 1455 car parking spaces. The spaces predominantly for the staff and visitors of the hospital (1290 spaces) with other spaces allocated to the Football club (57 spaces) and planned adjacent hotel (98 spaces).

Use	Non Disabled Spaces	Disabled Spaces
Hospital	1218	72
Watford Football Club	57	3
Future Hotel Use	98	5
Total	1,453	

- 3.2 The building will extend to 108m depth, 50m width and 78.4m height. Vehicular access/egress is from ground level to the south. Circulation cores will be located on the north and west elevations.
- 3.3 **Conclusion**
The development will be the first phase of the regeneration of the northern zone of the Riverwell site pursuant to Special Policy Area SPA3. The development will provide a much needed new car park for the hospital which will allow for level and convenient access to the hospital for staff and visitors with improved safety and security. The MSCP will also facilitate the relocation of the extensive surface level parking in the area to allow for the further regeneration of the northern side of Thomas Sawyer Way.
- 3.4 The siting, layout, scale and design of the building will be suited to the site and context and has been comprehensively planned within the wider northern zone redevelopment. Specifically, the building will provide a well design frontage onto the planned public square to the west and will sit well adjacent to the planned hotel and residential developments.
- 3.5 Access arrangements include circulation cores on the west, north and south of the building, a ramp to the hospital, a ramp to the stadium and access to the planned public square. The development will significantly enhance pedestrian routes to the site and to surrounding uses. The access arrangements have been designed to function prior to and following planned development in the area and will serve as significantly improved access to any future hospital

development. The stadium access and walk way at the north of the site will remain.

- 3.6 The building would have a minimum distance of 25m to the residential flats on the south elevation of the stadium. The relationship of the development to these flats has been fully tested and as set out in a sunlight and daylight report, there would be no unreasonable harm to these dwellings.
- 3.7 Consultation with Environment Agency, Highways Authority and Natural England has concluded with no objection from these consultees. Additional information has been sent to the Lead Local Flood Authority to overcome their objection. Their final response is outstanding however it is expected should there be any matters outstanding, these can be secured by conditions which would be included in the update sheet.

4. Main relevant policies

Members should refer to the background papers attached to the agenda. These highlight the policy framework under which this application was determined. Specific policy considerations with regard to this particular application are detailed in section 6 below.

5. Relevant site history/background information

- 5.1 The parcel of land to which this application relates forms part of the wider Watford Riverwell site (formally known as Watford Heath Campus). This project within the Special Policy Area 3 (SPA3) has been under consideration for a number of years and has an extensive planning history. The most relevant aspects of this are set out below.
- 5.2 On 6th January 2015, an application for the new Health Campus masterplan was approved:
Ref. 14/00511/OUTM – Hybrid planning application for the development of a mixed-use health campus accessed from the approved access road comprising:
 - 1. Outline element for the construction of new hospital/healthcare accommodation, together with business, retail, office, food and drink, hotel, and leisure uses, and up to 681 new dwellings, safeguarding of land for the expansion of Laurance Haines primary school, new public spaces, play space and landscaping, associated car parking, access roads, footways and cycleways.

2. Detailed element (business area south) for the construction of three industrial business units together associated vehicle and cycle parking, site landscaping and the creation of a new wildlife area.
- 5.3 A separate outline planning application was also submitted in April 2014 for the Farm Terrace Allotments site, however this was held in abeyance and not determined. The allotments have since been formally deallocated.
- 5.4 The outline permission was not implemented and proposals for different parts of the area have proceeded as independent applications. Land to the south of Thomas Sawyer Way has the following history:
- 5.5 Trade City – Ref 15/01246/FULM Development of 12 industrial units was granted February 2016.
- 5.6 Woodlands- Ref. 17/00178/FULM – Development of 95 flats with associated landscaping, amenity space, access and parking on the land immediately to the northwest of the application site granted November 2017.
- 5.7 Mayfield - Ref. 17/01543/FULM - Development of 253 Bed Care home granted April 2018.
- 5.8 Waterside – Ref. 17/01511/FULM – Development to provide 408 residential dwellings. Determination to approve issued at committee however awaiting final S106 and grant of planning permission.
- 5.9 Planning permission to allow works to prepare the site for the Mayfield and Waterside developments, including soil remediation and obstruction removal, (Ref. 17/01162/FULM) was granted planning permission in January 2018.
- 5.10 This is the first phase of development on the area to the north side of Thomas Sawyer way. Directly relevant to this application is application ref 18/01349/FUL for the construction of a new access road from Thomas Sawyer Way and for enabling works including soil remediation, obstruction removal and retaining structures which was granted conditional planning permission in December 2018.
- 5.11 The development has been subject to pre-application discussions between the applicant and planning officers. Pre-application consultation, specific to the MSCP, has been undertaken with the local community by the applicant.
- 5.12 In accordance with the Town and Country Planning (Environmental Impact

Assessment) Regulations 2017 it was determined that an EIA was required for the development due to its potential cumulative environmental impacts. In scoping opinion reference 18/01325/SCO, the LPA agreed that two issues of Ground conditions and Water Resources/Flood Risk Assessment would be the factor to be 'scoped in' to the report.

6. Main considerations

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

- (a) Principle of development
- (b) Access, parking and transportation
- (c) Scale and design
- (d) Impact on surrounding properties.
- (e) Flood Risk and Drainage
- (f) Other Environmental Impacts
- (g) Construction Management
- (h) Section 106 and Community Infrastructure Levy (CIL)

6.1 (a) Principle of development

The principle of the car park development is supported in pursuance of Special Policy Area SPA3. The development will provide a much needed new car park for the hospital which will allow for level and convenient access to the hospital for staff and visitors with improved safety and security. The MSCP will also facilitate the relocation of the extensive surface level parking in the area to allow for the further regeneration of the northern side of Thomas Sawyer Way. There are therefore significant planning and wider merits to the development.

6.2 The car park is sited on part of the former Farm Terrace Allotments. These have however been deallocated from allotment use to allow for the planned regeneration of this area.

6.3 (b) Access, parking and transportation

Vehicular access and egress is proposed on the south elevation of the building via a new access road from the roundabout with Thomas Sawyer Way. The road has conditional planning permission under an independent application 18/01349/FUL. The layout of the access and egress and relationships with existing roads is therefore acceptable.

6.4 The MSCP will predominantly replace the existing surface level parking associated with the hospital within a more efficient layout and of better quality and access. As such, the maximum parking standards of the Watford District Plan 2000 are not applicable to the development. It is also not expected that there would be any significant change to trip generation or

journey patterns by users.

- 6.5 There are however additional spaces within the MSCP allocated to the proposed future hotel development adjacent to the south of the MSCP. The transport assessment identifies that the additional hotel spaces would create an additional 15 trips in the AM peak and 11 trips in the PM peak. This is not considered to be of an adverse highway impact and is confirmed by the Highway Authority in their review of the development and transport assessment.
- 6.6 Pedestrian access to and within the site will be significantly improved as a result of the development. The car park will allow for step free and level access to the hospital via a pedestrian bridge at level 3 of the main circulation core. The building provides a main pedestrian entrance to its circulation core from the planned public square to the west. A new pedestrian bridge will also be provided from the northern circulation core to the stadium for use by the football club's allocated parking holders. The existing footway along the north of the site which allows access/egress to the south of the stadium will remain and will be enhanced as part of the wider project. A circulation core located on the south of the building will allow pedestrian access/egress to the planned hotel. The development will therefore significantly enhance pedestrian routes to the site and to surrounding uses.
- 6.7 (c) Scale and design
The layout and appearance of the MSCP is simple and primarily functional however it nonetheless includes good design principles and will be an appropriate building for its site and use.
- 6.8 Within the context of the hospital and stadium buildings and the planned surrounding development, the scale and height of the MSCP would be appropriate. It is on an elevated position however the stadium building would remain as the tallest and largest building in the context. Development is also proposed up to the south and east elevations of the building meaning that the building will be substantially concealed within the regeneration of the site. The scale and height is therefore wholly appropriate for the site and context.
- 6.9 Within in the planned wider development, the western elevation of the MSCP will front onto a public square planned within the development and adjacent to the hospital site. This elevation of the MSCP includes the circulation core as a prominent vertical projection of the building. This creates interest, articulation, legibility and natural surveillance on what will be the principle elevation of the building. Detailing at lower floors and above the vehicular entrance on the southern elevation aids wayfinding and adds variation to the

elevation.

- 6.10 All elevations of the building will be finished in staggered cladding. This is reasonable and suited for such a development to partially screen the car parking yet retain openness for ventilation. This treatment is seen successfully used to the car park of the Intu development.
- 6.11 The colour palette and layout of the cladding for the building has been carefully considered and proposes neutral tones which would sit comfortably within the planned context. Variations in tone and clad position have been used to create texture and interest on the building. The use of green at lower levels around the building creates wayfinding.
- 6.12 Two variations of the external finish have been proposed. One variation includes gaps on the cladding of the south and east elevations where the surrounding masterplan development will proceed. However should this surrounding development not proceed as expected, a condition requires the full cladding of the building to ensure that the long term elevational finish of the building is secured.
- 6.13 (d) Impact on surrounding properties.
The stadium building to the north of site includes residential flats from first floor level with flats served by its south elevation. The main car park building would have a minimum distance of 25m to the residential properties. This exceeds the minimum 22m guidance for new development and would allow for sufficient distance to protect the amenity of these flats.
- 6.14 The main building would not infringe a 25 degree line taken up from the lowest windows of the stadium flats however the core section on the north of the MSCP would infringe this line. The width and southerly orientation of the development also has potential to create impact to the flats which are sole aspect. A Sunlight and Daylight Assessment has therefore been carried out to further assess the potential impacts, in accordance with the BRE's 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE 2011). The assessments relating to the Vertical Sky Component, No-Sky Line Contour and Average Daylight Factor all meet the minimum standards. All windows and rooms of the stadium flats remain fully compliant with the targets set within the BRE guidance. It is therefore not considered that the development would result in a significant or adverse loss of light to the flats.
- 6.15 The view from the properties will significantly change however this is not considered unreasonable or harmful in planning terms. Suitable light and outlook is retained.

- 6.16 The noise and air quality impacts of the development have been assessed as detailed in reports 'Air Quality Assessment' (October 2018) report prepared by Mayer Brown and 'Planning Noise Assessment' (October 2018) prepared by ion acoustics. These determine that the development would have a low or negligible impact on noise or air quality in the area. As such, it is considered that there would be no adverse noise or air quality impact to the adjacent residential occupiers.
- 6.17 The north elevation includes appropriate screening to all levels to ensure that car headlights would not shine directly onto the residential properties and light disturbance to occupiers will be minimised.
- 6.18 (e) Environmental Impacts
In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 it was determined that an Environmental Impact Assessment was required for the development due to its potential cumulative environmental impacts. The two main issues were identified as ground conditions and water resources/flood risk assessment.
- 6.19 The application is therefore accompanied by an Environmental Statement detailing the Environmental Impact Assessment which considers the development proposals cumulatively with the Riverwell development against key environmental considerations including, but not limited to flooding and drainage, ground conditions and contamination, transport, biodiversity, archaeology, air quality, and noise & vibration. In general the statement considers the key matters and concludes that, subject to mitigation, the proposals will not have unacceptable adverse impacts in relation to the relevant areas.
- 6.20 The documents have been reviewed by the relevant statutory consultees who agree that subject to appropriate conditions and mitigation, no harm will arise.
- 6.21 *Flood Risk and Drainage*
The application has been accompanied by a Flood Risk Assessment and a Drainage Strategy which addresses both the application site and the wider site, these documents and have been updated to address issues raised by consultees during the processing of the application. Having reviewed the revised documents the Environment Agency has raised no objection subject to conditions. A final response from the Lead Local Flood Authority has not been received however it is expected should there be any matters outstanding, these can be secured by conditions which would be included in the update sheet.

6.22 *Ground Conditions/ Contamination*

The application has been accompanied by a Preliminary Environmental Risk Assessment and Outline Remediation Strategy which addresses both the application site and the wider site, these documents have been updated to address issues raised by consultees during the processing of the application. Having reviewed the revised documents both the Environment Agency and the Lead Local Flood Authority are satisfied that the proposals include appropriate consideration and mitigation for ground conditions and potential contamination. Subject to appropriate conditions the proposal is therefore acceptable in these respects.

6.23 *Sustainability*

The application is accompanied by an Energy and Sustainability Report, which demonstrate additional measures which have been introduced to improve sustainability and improve energy efficiency.

6.24 The car park includes passive electric vehicle points to 20% of the spaces, allowing for installation of electric vehicle charging facilities. The lack of any active EV spaces is however of concern and is unlikely to meet current and expected EV use. A condition is therefore recommended to secure a better provision of active and passive EV spaces.

6.25 *Ecology and biodiversity*

The former allotment has been cleared and due to its limited habitat value, it is not considered that the development would pose any undue risk to protected landscape, flora or fauna. It is noted that there is no objection from Natural England. Herts Ecology were also consulted and have raised no objection.

6.26 *Air Quality*

The site is not within a declared Air Quality Management Area (AQMA) however AQMA 2 Vicarage Road/The Hornets is located approximately 700m northeast of the site. Assessment of air quality impacts has been undertaken and detailed in the 'Air Quality Assessment' (October 2018) report prepared by Mayer Brown. This finds that all traffic relative impacts are well within national objective levels and overall impacts are negligible.

6.27 *Noise*

The potential for increased traffic noise generation has been assessed in the 'Planning Noise Assessment' (October 2018) prepared by ion acoustics. This finds that noise of traffic and mechanical plant within the development are predicted to be of a low or negligible impact in relation to existing background

noise.

6.28 *Landscaping*

The proposals indicate the loss of one Cat B tree a Sycamore (T1), a Cat C group of varying species (G1) and part of Cat C (G2). These proposed losses are considered acceptable due to their low retention value. No significant soft landscaping is proposed within the application site however there is a small area of soft landscaping which will enhance the area. It is also noted that within the associated road development and wider Riverwell Zone, significant tree and landscaping benefits will be seen.

6.29 (g) Construction Management

Construction Management is not typically a direct planning matter and is generally under the control of other bodies and legislation, namely Environmental Health and Highway Authority. However, due to the position of the site at the existing hospital car park and immediately adjacent to the stadium, it is considered relevant and appropriate in planning terms for a Construction Management Plan (CMP) to be secured in this situation to prevent hazards and inconvenience to the public when accessing or at these adjacent premises.

6.30 A construction management plan was submitted with the application and amended December 2018 to include details of car park management and stadium safety measures as requested by consultees. Specific details were required in respect of the parking availability during the construction process to ensure that the temporary loss of hospital parking is minimised.

6.31 Further details have been requested by Highways in respect of the CMP of the enabling works application. Some points were found to be in duplication of other legislation and S38 Highway controls however some points are considered relevant to ensure onsite parking is well managed to minimise loss of hospital parking spaces during construction (points a. and d. of condition 4). Also, site cleaning measures (points b. and c. of condition 4) are deemed to be relevant to protect the safety of users of the accessway and footpaths of the hospital and stadium. These were however required for the enabling works application and are required for this application also.

6.32 Noise and air impact reports submitted identify that there would be potential impact of noise and increased dust during the construction process. These reports do however identify that this is not severe and is temporary. As such, this is to be reasonably expected for major development and does not warrant any planning control.

- 6.33 (h) Section 106 and Community Infrastructure Levy (CIL)
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.
- 6.34 The development lies within a designated Major Developed Area and therefore has been rated at £0 per sqm.
- 6.35 There are no off site mitigation measures required to support this development and a s106 is not required.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
HCC Lead Flood Authority	Initial objection in respect of surface water drainage on site. Further/amended information has been provided and re-consultation made to the LLFA.	Additional information has been provided to LLFA. It is expected that any outstanding matters could be resolved by condition. Awaiting final response to be provided in the update sheet.
HCC Highways	Initial objection in respect of detailed matters including swept path details. Further/amended information has been provided and re-consultation made to the highways officer who has confirmed no objection.	The construction management plan requested as a condition by HCC included some points that would be outside of WBC authority and/or duplication to Highways control. As such, only the reasonable and appropriate points have been included in the CMP condition.
Herts Ecology	No response received.	Noted that there was a response of no objection from Natural England.

Environment Agency	No objection subject to conditions.	Conditions added.
Thames Water	No objection.	Noted
Police Design advisor	No objection. The architects have been liaising with the Police design officer at pre-application stage and the development includes Crime prevention and security measures as detailed in the Design and Access Statement.	Noted
Natural England	No objection	Noted
HCC Safety Advisory Group	Concerns regarding emergency access/egress from the stadium on event days during construction.	Noted and details included in revised CMP.

7.2 Internal Consultees

Name of Internal Consultee	Comment	Officer Response
WBC Planning Policy	No response	No policy concerns foreseen as the provision of a MSCP is in accordance with the strategy for the Riverwell regeneration set out in SPA3.
WBC EH Contamination	No objection subject to conditions.	Conditions included.
WBC Arboricultural Officer	The indicated tree losses are acceptable.	Noted and agreed.
WBC Economic Development	No comment	The development will facilitate regeneration and economic development.
WBC Property team	As part of the project the property team liaise with the Hospital who have requested that disruption to existing car	Noted and included in amended CMP.

	parking spaces is minimised during construction.	
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7.3 Representations received from interested parties
Letters of consultation were sent to 206 properties. Two representations were received with one in objection and one general representation.

7.4 Comments are summarised in the following table:

Comment	Officer comments
General objection to the Riverwell development, lack of public transport and increased traffic generation.	This is noted however is not directly relevant. The car park will be largely replacing existing parking spaces elsewhere on the site so will not create any significant traffic generation.
Concern regarding dust, noise and disruption during construction.	Some dust and noise is to be reasonably expected during any construction. No specific planning measures are required or relevant for this.

8. Recommendation

That planning permission be granted subject to the conditions listed below:

Conditions

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

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

2. The development shall be carried out in accordance with the following drawings, unless otherwise approved in writing by the Local Planning Authority. The following drawings are hereby approved:

TPE_000	00	Location Plan 1:1250
TPE_000	00	Location Plan 1:2500
TPP_001	00	Proposed Site Plan 1:500
TPP_001	00	Proposed Site Plan 1:1250
6570-STRIPE-WP-XX-DR-AX-30001	P1	Proposed MSCP Ground Level
6570-STRIPE-WP-XX-DR-AX-30002	P1	Proposed MSCP Level 01
6570-STRIPE-WP-XX-DR-AX-30003	P1	Proposed MSCP Level 02

6570-STRIPE-WP-XX-DR-AX-30004	P1	Proposed MSCP Level 03
6570-STRIPE-WP-XX-DR-AX-30005	P1	Proposed MSCP Level 04
6570-STRIPE-WP-XX-DR-AX-30006	P1	Proposed MSCP Level 05
6570-STRIPE-WP-XX-DR-AX-30007	P1	Proposed MSCP Level 06
6570-STRIPE-WP-XX-DR-AX-30007	P1	Proposed MSCP Roof Level
6570-STRIPE-WP-XX-DR-AX-30541	P1	Proposed MSCP North Elevation
6570-STRIPE-WP-XX-DR-AX-30542	P1	Proposed MSCP East Elevation
6570-STRIPE-WP-XX-DR-AX-30543	P1	Proposed MSCP South Elevation
6570-STRIPE-WP-XX-DR-AX-30544	P1	Proposed MSCP West Elevation
6570-STRIPE-WP-XX-DR-AX-30601	P1	Proposed MSCP Section A
6570-STRIPE-WP-XX-DR-AX-30602	P1	Proposed MSCP Section B
6570-STRIPE-WP-XX-DR-AX-30603	P1	Proposed MSCP Section C
6570-STRIPE-WP-XX-DR-AX-30604	P1	Proposed MSCP Section D
6570-STRIPE-WP-XX-DR-AX-30605	P1	Proposed MSCP Section E
6570-STRIPE-WP-XX-DR-AX-30801	P1	North elevation Headlight Protection
11284-WAT-NR-XX-DR-C-92140	P01	Section 38 Works Drainage Layout
11284-WAT-NR-XX-DR-C-92141	P01	Section 38 Works Drainage Layout Sheet 1
11284-WAT-NR-XX-DR-C-92142	P01	Section 38 Works Drainage Layout Sheet 2
11284-WAT-NR-XX-DR-C-92110	P01	Drainage Details Sheet 1
11284-WAT-NR-XX-DR-C-92111	P01	Drainage Details Sheet 2
11284-WAT-NR-XX-DR-C-92112	P01	Drainage Details Sheet 3
11284-WAT-NR-XX-DR-C-04016	P01	Proposed Drainage Layout
6570-STRIPE-WP-XX-DR-PX-52701	Rev B	Revised proposed drainage sections
6570-STRIPE-WP-XX-DR-PX-52801	Rev E	Revised proposed drainage plan

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

3. The development of the site shall be carried out in accordance with the details and recommendations contained within the following document, unless otherwise approved in writing by the Local Planning Authority.

- a) Design & Access Statement, MSCP and Access Road, prepared by POD Architects
- b) Planning Statement: Watford Riverwell Multi Storey Car Park October 2018 prepared by Savills
- c) Transport Statement, Watford Riverwell, Northern Masterplan, MSCP October 2018, prepared by Mayer Brown. (Report ref KPWatford.1. FINAL)
- d) Arboricultural Survey and Impact Assessment October 2018 (Report ref RT-MME-128664)
- e) Energy and Sustainability Report October 2018 Issue P1, prepared by elementa
- f) Planning noise report, , prepared by ion Acoustics. (Report ref Acoustic A1354 RO1)
- g) 'Outline Construction Management and Logistics Plan Rev 003 dated 17.12.2018
- h) Environmental Statement Non Technical Summary October 2018 prepared by Savills
- i) Preliminary Environmental Risk Assessment (Report ref. WIE11284-102-R.3.2.2.PERA);
- j) Geo-Environmental Quantitative Risk Assessment (Report ref. WIE11284-102-R.7.3.2.GQRA);
- k) Outline Remediation Strategy – Multi-storey Car Park Construction Works (Report ref. WIE11284-102-R-6-3-1-RS_CW).
- l) Flooding and Drainage Strategy: Flood Risk Assessment and Drainage Strategy Sept 2018 (Ref WIE11284-104-R-4-3-1-FRA) and Response to LLFA Queries (Ref 6570-STRIFE-XX-XX-XX-RP-ZX-52001 REV P1.)

Should the details contained within one of the aforementioned documents differ from the requirements of another condition on this planning permission, the details set out in the other condition shall take precedence.

Reason: For the avoidance of doubt and in the interests of proper planning to ensure the planning impacts of the development are in accordance with the details which have been assessed.

4. No development shall commence until an amended Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall be based upon the 'Outline

Construction Management and Logistics Plan Rev 003 dated 17.12.2018 and shall include details of:

- a) Construction and storage compounds (including areas designated for car parking);
- b) Siting and details of wheel washing facilities;
- c) Cleaning of site entrances, site tracks and the adjacent public highway;
- d) Provision of sufficient on-site parking prior to commencement of construction activities.

The amended Construction Traffic Management Plan should include the following missing information:

The proposed number of car parking spaces for construction staff should be outlined and the location of the parking shown on a plan.

Reason: The site occupies land adjacent to the Stadium and Hospital. This condition is therefore required to ensure the development does not create adverse harm to the safety and convenience of the public and staff at the hospital and stadium during the time that the development is being constructed. This condition will also ensure that sufficient parking is available for the hospital during the construction process.

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

1. An amended verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the submitted 'Outline Remediation Strategy – Multi-Storey Car Park Construction Works Watford Riverwell Northern Masterplan - Multi-storey Car Park dated October 2018 (ref: WIE11284-102-R-6-3-1RS_CW)' 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.

Reason: As requested by the EA. The proposed development site presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is adjacent to a source protection zone 1. This condition will ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

6. Prior to any part of the permitted development being occupied, 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.

Reason: As requested by the EA. To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

7. The development hereby permitted shall not commence until a 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.

Reason: As requested by the EA. To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework.

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 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.

Reason: As requested by the EA. No investigation can completely characterise a site. This condition ensures that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

9. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: As requested by the EA. To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

10. Piling, deep foundations and other intrusive groundworks using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: As requested by the EA. To ensure that the proposed piling, deep foundations and other intrusive groundworks does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N. Groundwater Resources of the 'The Environment Agency's approach to groundwater protection'.

11. 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. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: As requested by the EA. To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy

Framework and Position Statement N Groundwater resources of 'The Environment Agency's approach to groundwater protection'.

12. Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented. The above must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: As requested by WBC contamination advisor, to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

13. Reporting of Unexpected Contamination: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: As requested by WBC contamination advisor, to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

14. Prior to the commencement of the use of any part of the development, a scheme detailing the electric vehicle parking provision shall be submitted to and approved in writing by the Local Planning Authority. This shall include active and passive EV provision to be installed in the car park. The

provision as approved by this condition shall be installed and made available for use prior to the use of the development.

Reason: To ensure the development provides appropriate electric vehicle parking provision.

15. Should the masterplan development adjacent to the development not be commenced within 5 years from the commencement of the use of the car park, all gaps in the car park façade shall be infilled with cladding and external facing material to match the building, as detailed in section 5.8 of the Design and Access Statement, unless otherwise agreed in writing by the Local Planning Authority.

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

Informatives

IN907 Consideration of proposal in a positive and proactive manner

IN910 Building Regulations

IN911 Party Wall Act

IN912 Hours of Construction

IN915 Highway Works – HCC agreement required