

## **DEVELOPMENT CONTROL COMMITTEE**

**12 DECEMBER 2013**

Present: Councillor R Martins (Chair)  
Councillor G Derbyshire (Vice-Chair)  
Councillors N Bell (Present for minute numbers 55 to 57),  
I Brandon, S Johnson, A Joynes, I Sharpe, M Watkin and  
T Williams

Also present: Councillors Dhindsa (for minute numbers 55 to 57),  
Hofman (for minute numbers 51 to 56) and Khan

Officers: Development Management Section Head  
Major Cases Manager  
Applications Casework Manager  
Committee and Scrutiny Support Officer (RW)

### **51 APOLOGIES FOR ABSENCE/COMMITTEE MEMBERSHIP**

Councillor Bell had sent apologies as he would be late to the meeting.

### **52 DISCLOSURE OF INTERESTS (IF ANY)**

Councillor Sharpe advised that he had attended various meetings with residents and officers regarding the road to the Health Campus. He confirmed that he had made no declaration with regard to the application at minute number 57.

Councillor Johnson said that he had received a number of emails regarding the application at minute number 55 but that had not been influenced by their content.

### **53 MINUTES**

The minutes of the meeting held on 21 November 2013 were submitted and signed.

### **54 OUTSTANDING PLANNING APPLICATIONS**

The Committee received a report advising that as at 4 December 2013 there had been no applications over eight weeks yet to be determined.

RESOLVED –

that the report be noted.

55

## **LAND TO THE REAR OF 121B ST ALBANS ROAD**

The Committee received a report of the Development Management Section Head including the relevant planning history of the site and details of four letters citing objections.

The Applications Casework Manager drew the meeting's attention to the Update Sheet and to the comments as received from the Hertfordshire County Council as Highway Authority. He noted that two conditions had been suggested: the first condition was acceptable but he advised that the second was not feasible at this site.

It was agreed that the Highway Authority's comments should have referred to Terrace Gardens rather than 'Terrence Road'.

The Chair invited Councillor Hofman to address the Committee.

Councillor Hofman asked how information regarding the applications was communicated to residents and the public. He said that he was aware that officers ensured that applications were rigorously checked but that this application had been the subject of a number of objections from residents who were unhappy with the proposed development.

Councillor Hofman advised that residents had concerns regarding loss of light and loss of privacy and considered that the development would result in a very narrow passage-way for vehicular access and egress whereas there was currently a clear exit. He added that residents in Terrace Gardens would find access difficult during construction and asked what safety measures would be put in place during this time. He also asked whether alternative parking spaces would be provided.

Councillor Hofman then referred to further concerns which residents had expressed with regard to perceived anti-social behaviour and dog fouling. He asked whether CCTV could be installed; this action would be beneficial not only to residents but would also assist in guarding the construction site while building was in progress.

The Chair asked the Applications Casework Manager to address Councillor Hofman's concerns.

The officer explained that those residents whose properties were close to and adjoined the site had been notified by letter as these would be most affected by the development. Notices had been posted at the site and since the proposal was in a conservation area, an advertisement had been placed in the local

newspaper. In addition to these measures, all plans and documents had been scanned and posted on the Council's website.

The Applications Casework Manager added that residents could view this information on line or they could go to the Town Hall and speak to officers in the Customer Service Centre. He advised that a duty planning officer was available to speak to visitors every day between 10.00 a.m. and 1.00 p.m. He said that Watford Borough Council had many different methods of communication which were above those statutorily required and that all comments received were considered and evaluated.

The Application Casework Manager then addressed the subject of refuse storage. He advised that provision for refuse bins had been addressed by the Applicant and that plans had been amended. He further advised that all issues with regard to loss of daylight and overlooking had been addressed and that there was nothing within the application which would give grounds for a refusal of permission. He reassured the meeting that a grant of planning permission did not give authority for an access to be blocked; all developments created some disturbance but he gave further assurance that problems could be minimised by the imposition of appropriate conditions.

The Applications Casework Manager advised that additional parking spaces had not been included in the proposal. He noted that, were the application to be refused, the existing building could lawfully be used as a warehouse and that this would result in even more traffic in this neighbourhood. He concluded by stating that the development was in keeping with the area and that the proposed scheme had addressed all concerns.

The Committee then discussed the application.

Councillor Watkin pointed out that the development would reflect the charm of existing houses in Terrace Gardens. He agreed that the period of construction would be difficult and that it was imperative that there be a good level of control over materials and equipment at this time. He noted the Highway Authority's comment on collection of rubbish as an area of concern.

The Applications Casework Manager advised that rubbish bins were currently placed in front of homes in Terrace Gardens and the same method would be employed for the new houses. He added that new homes would increase surveillance levels to combat anti-social behaviour.

Councillor Derbyshire said that Terrace Gardens comprised a street of very attractive houses with all the typical features of its Victorian heritage. He expressed the hope that officers would be diligent in ensuring that suitable materials would be used in construction in order that the new homes did not detract from neighbouring houses.

Councillor Derbyshire noted that the Council's Conservation Officer had recommended that window frames and door be constructed of timber rather than PVC on all front elevations. He concluded by stating that this development

would be an improvement on the current building and that he supported the application.

The Chair suggested that Condition 3 be made more stringent by specifically noting the materials to be used.

The Applications Casework Manager agreed that this condition could include fenestration and doors.

Councillor Brandon said that it was crucial that there be as little impact as possible on the commercial properties in the vicinity. He noted the reference on page 13 of the report regarding number 123 St Albans Road and commented that the distance of only 8m would significantly reduce the outlook from this property.

The Applications Casework Manager responded that the impact was acceptable in this situation as only the first floor of the property would be affected. He added that a loss of outlook was only critical if it were to create the feeling of enclosure which it would not do here and it did not consequently constitute a reason for refusal.

Councillor Johnson suggested that a CCTV could be installed as this was considered by residents to be an 'anti-social behaviour hot spot'. He asked whether the Police Authority had been consulted and whether a condition could be appended to the recommendations to install a CCTV unit.

The Applications Casework Manager advised that there was a unit in Watford which surveyed all the CCTVs in the town; this was now located at the Police Station.

The Chair reminded the committee that the decision on whether or not to install a CCTV was not a matter for the Development Control Committee. He advised that there did not appear to be sufficient reason to refuse this application.

RESOLVED –

that, in consequence of a unilateral undertaking under s.106 of the Town and Country Planning Act 1990 (as amended) having been entered into to secure the contributions set out in this report, 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.
2. Construction of the development hereby permitted shall not take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays and not at all on Sundays and Public Holidays.
3. Notwithstanding the details shown in the approved plans, no development shall commence until details of all the external materials, including all

doors and windows and samples of brick and roofing material to be used for the development, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be implemented otherwise than in accordance with the approved details and samples.

4. No development shall commence within the site until a Construction Environmental Management Plan has been submitted to and approved by the Local Planning Authority. This Plan shall include details of contractors parking, the delivery and storage of materials, measures to mitigate noise and dust, wheel washing facilities, plant and equipment and a contact procedure for complaints. The Plan as approved shall be implemented throughout the construction period.
5. No development shall commence until details of a scheme for the provision of cycle, refuse and recycling storage facilities have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of any part of the development and shall be retained as such thereafter.
6. The windows and doors on the front elevation of the development hereby approved shall be recessed from the façade by a depth of at least 6cm.
7. Notwithstanding the details shown on the approved drawings, no development shall commence until further details of the siting, height and type of fencing or other means of enclosure around the boundaries of the site and within the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out prior to the first occupation of any part of the development and shall be maintained as such at all times thereafter.
8. All materials and equipment to be used during the construction of the development hereby permitted shall be stored within the curtilage of the site unless otherwise agreed in writing by the local planning authority.

#### Informatives

1. This planning permission is accompanied by a planning obligation under s.106 of the Town and Country Planning Act 1990 to secure financial contributions under 'Saved' Policy T24 of the Watford District Plan 2000 and Policy INF1 of the Watford Local Plan: Core Strategy 2013.
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 2010, as amended.
3. The applicant is reminded that this planning permission does not obviate the need to obtain any other necessary consent from other owner(s) of

any land which this development may affect under other laws. The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government.

### **Drawing**

One unnumbered drawing dated September 2013 and notated "amended 6.11.13".

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## **VICARAGE ROAD STADIUM**

The Committee received a report of the Development Management Section Head including the relevant planning history of the site.

The Chair invited Mr Naweed Gulzar to address the Committee.

Mr Gulzar said that he had emailed the Major Cases Manager to ask whether there would be one or two new stands constructed. He advised that were two stands to be built this would introduce additional fans and consequently more traffic in the area. There would then be a concomitant environmental effect resulting in greater congestion and problems for residents.

Mr Gulzar added that extra fans would create more litter and additional noise and parking problems which would impact on residents. Furthermore, additional congestion would ensure requiring extra policing; he asked how extra policing would be funded. Mr Gulzar then suggested that there would be additional problems with anti-social behaviour, centred specifically in the vicinity of the local public houses.

Mr Gulzar reminded Members of problems in May 2012, when a gridlock had formed in the town, and noted that the area around the stadium was part of a major through-route. Mr Gulzar asked for information regarding the height of the stand and urged that the specific measurements be rigidly adhered to. He concluded by recommending that the impact on local residents be a significant consideration in the committee's decision.

The Chair then invited Mr Glyn Evans to speak to the Committee.

Mr Evans advised that Watford Football Club was at a significant point in its history and that the received image of the club, both locally, nationally and internationally, was based on sport played at the stadium. It was generally agreed that the East Stand was a 'shambles'.

Mr Evans explained that there was an existing planning permission, granted in 2008 and extended in 2011, which provided for a stand larger than the present application. He noted that issues such as traffic and pollution had all been addressed in 2008.

Referring to the incident in May 2012 as mentioned by Mr Gulzar, Mr Evans said that contractors would be made aware of these problems and that congestion would not be caused by construction traffic as had occurred in the past: he assured the meeting that the development would be robustly managed. He asked that the committee approve the application and said that erection of this stand would greatly improve the image of the club.

The Committee then debated the application.

Councillor Sharpe noted that planning permission had already been granted for a new East Stand and that it would be perverse to refuse this application. He advised that the football ground had been in its present location since 1922 and that the proposal would not add massively to capacity but would restore it to its original size.

Councillor Sharpe considered that the retention of a derelict stand at the ground would be harmful to the club. The proposed development would be attractive and the structure unobtrusive for neighbouring residents; in addition, an attractive site would make the club inviting to visitors. He advised that the football club was important to residents and the town in general and he expressed his hope that the development would go ahead.

In reply to a question from the Chair, the Major Cases Manager said that he did not have to hand the height of the proposed stand. He noted that the planning permission had already been granted for a 5,000 seat stand and that this could be commenced immediately if required. He added that the application under consideration was comparable in size to that in the existing permission: although he did not have the exact measurements he assured the meeting that they were of almost identical size.

Responding to a further question from the Chair, with regard to disturbance during demolition and construction, the Major Cases Manager advised that this would be difficult to avoid. He agreed that problems encountered in May 2012 had been unfortunate but that it was advantageous that Occupation Road was owned by the club and that this access would be used during construction rather than Vicarage Road. He added that it, in the circumstances of this site, there would be no additional benefit in requiring, by condition, the submission of a Construction Management Plan.

Councillor Bell said that he welcomed the construction of a new East Stand as he considered that regeneration of the stand was imperative and that a more modern structure would greatly improve the appearance of the ground.

The Chair commented that plans for a new East Stand had already been approved and that Watford Football Club would doubtless prove to be a good neighbour to local residents.

RESOLVED –

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.
2. The development hereby permitted shall be carried out in accordance with the following approved drawings:  
  
G2.13.L1; 2013-0121-5000, 5001, 5002, 5010, 5040.
3. No construction works shall commence until a sample of the proposed external cladding material has been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed using the approved material.

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#### **LAND OFF CARDIFF ROAD AND BETWEEN WIGGENHALL ROAD AND WILLOW LANE AND DALTON WAY - OXHEY PARK**

The Committee received a report of the Development Management Section Head including the relevant planning history of the site and details of seven replies raising objections to the application.

The Major Cases Manager outlined plans for the access road and drew attention to the Update sheet. He noted that two additional letters of support for the application had been received, that condition 2 had been amended (as there had been errors in the drawing numbers) and an additional informative had been included.

The Chair invited Mr Phil Wood to speak to the committee.

Mr Wood said that he was pleased to support this application as it represented an important milestone in the delivery of the Health Campus. He noted the three elements to the scheme: the link road, the access road and the new bridge.

Mr Wood advised that the Watford Health Campus Partnership was currently finalising the masterplan application. He said that the road would be the first construction in the overall plan and that this would be a vital element in the infrastructure supporting the campus. He noted that it would not only ease congestion in the vicinity of the hospital but would provide for emergency access; indeed the proposal was driven by this need. Additionally the road would allow greater ease of access for both local residents and staff at the hospital.

Mr Wood informed the meeting that the original masterplan had been revisited and reconfigured and that Keir, having identified potential improvements, had



moved the siting of the road further to the north of Oxhey Park. He agreed that the construction of the road would reduce sports facilities in the area but noted that new locations had been found which were fully supported by Sport England.

Mr Wood advised that the bridge would be shorter in length than had been originally planned and added that the proposed road would ease congestion in Vicarage Road and would facilitate access for 'blue light' traffic. With reference to the sports facilities which would be 'lost' in Oxhey Park he confirmed that these would be re-provided elsewhere in the Borough and noted the low levels of objections to the application. He concluded by urging that the Committee grant the application in order to further the regeneration of the Watford Health Campus.

The Committee then discussed the application.

Councillor Derbyshire said that he fully supported the application and advised that this proposal formed a key element in the development of the Health Campus. He explained that it was a necessity that the road be completed by 2016 before work commenced on the Croxley Rail Link. He advised that the campus would be of great benefit to Watford residents and would involve significant public investment.

Councillor Bell pointed out that the access road would assist in the regeneration of the Cardiff Road industrial estate and that the proposal had his full support. He noted that whilst the road would ease congestion, he had concerns regarding the loss of wildlife habitat and green open space as well as possible problems with flooding. He asked how much of the park would be taken over by the new road and whether there would be greater noise impact for residents than under previous proposals.

Councillor Watkin also expressed his support for the scheme and said that it was critical that the road was built. Responding to Councillor Bell's question regarding loss of green space in Oxhey Park, he advised that whilst some green space would be lost here, more would be created elsewhere.

Councillor Watkin said that his main concern was to minimise the impact of traffic passing through West Watford and that this would certainly be improved by the construction of the new road. He noted that the road would help to divert traffic from this area of the town reducing frequent congestion in this vicinity.

The Major Cases Manager advised that the environmental impact assessment had advised that not all adverse consequences could be mitigated and that there would be a degree of unavoidable impact. He added that the road had been re-routed as far north in the park as possible and that hedging would be planted to act as a visual screen. There would be no footpath and no lighting in order to discourage pedestrians.

The Major Cases Manager explained that noise assessments had been carried out at both Rose Gardens and Willow Lane in addition to a review by the Council's Environmental Health team. He advised that whilst a degree of

increased noise was likely to be experienced, this would not be a sufficient reason for refusal.

The Major Cases Manager then referred to flooding and drainage issues which, he advised, were key issues in considering the proposal. He explained that a wetland area would be integrated into the flood plain along with significant works to the on-site culvert which would be opened up and widened; the Environment Agency had no objection to the application.

The Major Cases Manager added that whilst there would be unavoidable impact and loss of wildlife habitat, this was not all related to the road. Decontamination measures would be instigated across the entire site in preparation for the full scheme.

Referring to Councillor Watkin's concerns regarding access, the Major Cases Manager advised that both the hospital and the ambulance trusts were keen for the road to be built. This would then become the main route to the Health Campus for ambulances, patients, staff and visitors. He added that an Automatic Number Plate Recognition system would be installed in order to try to prevent the use of the road as a 'rat run'.

Councillor Brandon asked whether the application was being considered in view of benefits to the existing hospital or to the future Health Campus.

The Major Cases Manager advised that due to time constraints in connection with the Croxley Rail Link it was imperative that the road bridge be built as soon as possible. He explained that the current application was part of the overall scheme but that it was difficult to isolate it entirely. He agreed that were the new road to relate merely to the current hospital facilities, it would be over-engineered, but that it was not reasonable to separate it from the final scheme.

Councillor Brandon suggested that without having a sight of the master plan it was difficult to envisage all the potential benefits. He noted that if the new road were intended to serve the new hospital, the services and utilities would need to be considered.

The Major Cases Manager commented that the sewerage and high voltage electrical services would be installed underground and that it was possible that a new electrical sub-station would be needed. He cautioned that there could be some impact due to existing underground services being moved but that a condition could be added to ensure problems would be minimised.

In reply to a question from Councillor Bell, the Major Cases Manager advised that £7,000,000 had been secured from the Health Trust towards the road. He noted that the West Herts Hospital Trust had amalgamated Watford with the St Albans and Hemel Hempstead hospitals. As a consequence, the Acute Admissions facilities had increased but access to the hospital had not improved. He pointed out, therefore, that there was already a strong case for a new road

for the existing hospital and certainly for the future Health Campus which had been designed to serve a far wider than area.

Councillor Williams agreed that it was important to establish the road as soon as possible. He spoke about his concerns for wildlife on the application site and approved the intention to build the road further northward than had originally been intended. Councillor Williams referred to comments in the report from the Environment Agency which recommended certain features which would help to mitigate for the loss of habitat; he stated that this move would be beneficial not only for this particular area but for all the town's residents.

Councillor Sharpe reminded the Committee that the road was a key element to the whole scheme: he considered that if the road were not built the entire scheme would flounder. He urged Members to look to the wider consequences and advised that it was imperative that the road be built prior to the Croxley Rail Link. Councillor Sharpe noted the advantages of the current plans, in particular the more northerly siting for the road as it would no longer bisect the park but would be aligned with the northern boundary. He agreed that there would be an impact on the park but that the proposed planting would be beneficial. He agreed that some elements of the scheme would have a negative impact but overall the proposal would ultimately benefit the wider community. He informed the meeting that the Oxhey Village Environment Group and the Friends of Oxhey park had engaged constructively with the Watford Health Campus Partnership. He concluded by stating that the road was a necessity for the Health Campus to function effectively.

Councillor Johnson agreed with Councillor Sharpe's view and confirmed that he was pleased to approve the application.

The Chair concluded the discussion by thanking the committee for a balanced debate. He considered that the Health Campus was a key development for the town and advised that it was frequently necessary to make certain sacrifices to obtain the greater good.

RESOLVED:

that planning permission be granted subject to the following conditions:

Time limit

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

Approved drawings

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

All drawings prefixed with 60288684-

TR-EL-01

TR-GA-01 P2, TR-GA-02 P2, TR-GA-03 P2, TR-GA-04 P2,

TR-GA-05 P2, TR-GA-06 P2

TR-CD-01 P2, TR-CD-02 P2, TR-CD-03 P2, TR-CD-04 P2,  
TR-CD-05 P2, TR-CD-06 P2,  
TR-LS-01 P2, TR-LS-02 P1, TR-CS-02 P1  
TR-SD-01 P1, TR-SD-02 P1, TR-WL-01 P3, TR-DM-01 P3,  
TR-PL-01 P3  
TR-PA-01 P1, TR-PA-02 P2, TR-PA-03 P2  
BR-GA-01 P3, BR-GA-02 P1  
IN-DR-01 P2, IN-DR-02 P2, IN-DR-03 P2, IN-DR-04 P2,  
IN-UI-03 P2, IN-UI-04 P1, IN-FC-01 P1, IN-FC-02 P2  
GO-GA-01 P2, GO-GA-02 P2, GO-GA-03 P2, GO-GA-04 P2,  
GO-GA-05 P2  
LS-LA-01 P1, LS-LA-02 P2, LS-LA-03 P2, LS-LA-04 P2,  
LS-LA-05 P2, LS-LA-06 P2, LS-LA-07 P1, LS-LA-08 P2,  
LS-LA-09 P1

### Construction Environmental Management Plan

3. (i) No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) shall commence until a Construction Environmental Management Plan (based upon the framework CEMP in the Environmental Statement dated 11<sup>th</sup> September 2013) has been submitted to and approved in writing by the Local Planning Authority. This Plan shall include (but not exclusively) details of the operation of the Considerate Contractors Scheme; a contact procedure for complaints; the routing of construction vehicles; the management of deliveries to avoid peak times; the management of contractors parking; hours of noisy operation; hours for deliveries; air, noise and dust monitoring around the boundaries of site; the siting and demarcation of compounds within the site; the siting and type of fencing to protect all trees, hedges and habitats to be retained and all watercourses; safe access to site offices; and wheel washing facilities at all exits from the site. The Plan as approved shall be implemented throughout the period of works unless otherwise agreed in writing by the Local Planning Authority.

(ii) No works of development comprising the construction of the Link Road, Access Road, bridge over the railway line or new road junctions shall commence until a Construction Environmental Management Plan (based upon the framework CEMP in the Environmental Statement dated 11<sup>th</sup> September 2013) has been submitted to and approved in writing by the Local Planning Authority. This Plan shall include (but not exclusively) details of the operation of the Considerate Contractors Scheme; a contact procedure for complaints; the routing of construction vehicles; the management of deliveries to avoid peak times; the management of contractors parking; hours of noisy operation; hours for deliveries; air, noise and dust monitoring around the boundaries of site; the siting and demarcation of compounds within the site; the siting and type of fencing to protect all trees, hedges and habitats to be retained and all watercourses; safe access to site offices; and wheel washing facilities at all exits from the site. The Plan as approved shall be implemented throughout the

period of works unless otherwise agreed in writing by the Local Planning Authority.

#### Archaeological investigation

4. (i) No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) or construction shall commence until an Archaeological Written Scheme of Investigation has been submitted to and approved in writing by the Local Planning Authority. 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.
- (ii) The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition 6(i).
- (iii) 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 6(i) and the provision made for analysis and publication where appropriate.

#### Land contamination

5. No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) or construction shall commence until 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:
- 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 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 express written consent of the local planning authority. The scheme shall be implemented as approved.

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 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.
7. No occupation of each phase of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) shall take place until a verification report demonstrating 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.
8. No development other than that necessary for remediation of contaminants (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) 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, shall be 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.

#### Site Waste Management Plan

9. (i) No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) shall commence until a Site Waste Management Plan (SWMP) (based upon the approved framework SWMP dated 6<sup>th</sup> September 2013) for all aspects of waste management during site preparation has been submitted to and approved in writing to the Local Planning Authority. The development shall be undertaken in accordance with the agreed Plan unless otherwise agreed in writing by the Local Planning Authority.
- (ii) No works of development comprising the construction of the Link Road, Access Road, bridge over the railway line or new road junctions shall commence until a Site Waste Management Plan (SWMP) (based upon the approved framework SWMP dated 6<sup>th</sup> September 2013) for all aspects of waste management during construction works has been submitted to and approved in writing to the Local Planning Authority. The development shall be undertaken in accordance with the agreed Plan unless otherwise agreed in writing by the Local Planning Authority.

#### Flood plain compensation measures

10. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) prepared by AECOM Ref: 60288684/001 Rev 0 dated September 2013 and any necessary compensatory flood storage measures arising from the design flood model.  
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.

#### Non Native Invasive Species Strategy

11. No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) shall commence until a detailed method statement for removing or the long-term management/control of Japanese Knotweed and Himalayan Balsam has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures that will be used to prevent the spread of Japanese Knotweed and Himalayan Balsam during any operations e.g. mowing, strimming or soil movement. It shall also contain

measures to ensure that any soils brought to the site are free of the seeds/root/stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall only be carried out in accordance with the approved method statement.

#### Soil hospital and height of stored materials

12. No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority for each phase of the development:
- (i) the site of the proposed soil hospital;
  - (ii) the site(s) for the storage of untreated and treated waste materials;
  - (iii) the maximum height and dimensions of stored waste materials;
  - (iv) the measures to prevent any environmental impacts arising from the storage of waste materials.

The development shall be carried out in accordance with the approved details at all times.

#### Services Strategy

13. No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) shall commence until a Services Strategy, setting out all existing services on the site to be removed or diverted and all new services to be provided, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved Strategy unless otherwise agreed in writing by the Local Planning Authority.

#### Tree and shrub removal

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

#### Hospital temporary parking arrangements

15. (i) No works of development comprising site preparation (including but not exclusively demolition of buildings and structures, ground works, ground remediation and service diversions) shall commence until details of the temporary car parking provision for the hospital during the site preparation phase, including siting, number of spaces, access routes, surface finishes, drainage and lighting, have been submitted to and approved in writing to the Local Planning Authority.



For the avoidance of doubt, there shall be no access to any hospital car parking from Cardiff Road at any time. The parking provision shall be provided in accordance with the agreed details during the site preparation phase unless otherwise agreed in writing by the Local Planning Authority.

- (ii) No works of development comprising the construction of the Access Road, bridge over the railway line or new road junction at Willow Lane shall commence until details of the temporary car parking provision for the hospital during the construction phase, including siting, number of spaces, access routes, surface finishes, drainage and lighting, have been submitted to and approved in writing to the Local Planning Authority. For the avoidance of doubt, there shall be no access to any hospital car parking from Cardiff Road at any time. The parking provision shall be provided in accordance with the agreed details during the construction phase unless otherwise agreed in writing by the Local Planning Authority.
- (iii) No part of the Access Road shall be brought into use until details of the temporary car parking provision for the hospital following completion of the Access Road, including siting, number of spaces, access routes, surface finishes, drainage, lighting, measures to prevent vehicles travelling through the hospital site from Vicarage Road to the Access Road, and a Car Parking Management Strategy to prevent unauthorised use of the car parking, have been submitted to and approved in writing to the Local Planning Authority. For the avoidance of doubt, there shall be no access to any hospital car parking from Cardiff Road at any time. The parking provision shall be provided in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

#### Landscape and Management Strategy

- 16. No works of development comprising the construction of the Link Road, Access Road, bridge over the railway line or new road junctions shall commence until a detailed Landscape and Management Strategy has been submitted to and approved in writing by the Local Planning Authority. This Strategy shall include details of all permanent and temporary tree, hedge, shrub and grass planting (native species only within the river corridor and wetland areas); maintenance schedules; and management responsibilities. The approved Strategy shall be carried out in the first available planting and seeding season following the completion of each part of the development and shall be maintained in accordance with the approved Strategy at all times unless otherwise agreed in writing by the Local Planning Authority.

#### Fencing

- 17. No works of development comprising the construction of the Link Road, Access Road, bridge over the railway line or new road junctions shall commence until details of all temporary and permanent fencing to the Link

Road and Access Road, permanent fencing to the railway line and all boundary treatments (both permanent and temporary) have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be opened for use until the approved works have been implemented in full unless otherwise agreed in writing by the Local Planning Authority.

#### Culvert details and buffer strips to watercourses

18. No works of development comprising the construction of the Link Road, Access Road, bridge over the railway line or new road junctions shall commence until such time as a scheme to:

- fully detail the opening up of culverted watercourses;
- fully detail the design of new open channel sections;
- fully detail buffer strips adjacent to watercourses;

has been submitted to, and approved in writing by, the Local Planning Authority. 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.

#### Surface water drainage scheme

19. No works of development comprising the construction of the Link Road, Access Road, bridge over the railway line or new road junctions shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) prepared by AECOM Ref: 60288684/001 Rev 0 dated September 2013 has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA. No infiltration of surface water drainage into the ground shall be permitted 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. No part of the development shall be opened for use until the approved scheme has been implemented in full.

#### Details of road bridge

20. No work shall commence on the construction of the bridge over the railway line until full details of the external materials and appearance of the bridge have been submitted to and approved in writing by the Local Planning Authority. The construction of the bridge shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

#### Method of piling

21. No works of development comprising the construction of the Link Road, Access Road, bridge over the railway line or new road junctions shall commence until the method for piling of foundations has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

#### Replacement sports provision

22. No construction works on the Link Road shall commence until details of (or a scheme for) a replacement football pitch at Gammons Lane Playing Fields have been submitted to and approved in writing by the Local Planning Authority and the replacement football pitch has been provided in accordance with the approved details (or scheme).
23. No construction works on the Link Road shall commence until details of (or a scheme for) tennis court enhancements at Gammons Lane Playing Fields or Watford Heath have been submitted to and approved in writing by the Local Planning Authority and the enhanced tennis courts have been provided in accordance with the approved details (or scheme).
24. No construction works on the Link Road shall commence until the multi-use games area (MUGA) at Riverside Road Recreation Ground, permitted by planning permission ref.13/00671/FUL dated 21<sup>st</sup> November 2013, has been constructed and made available for use.
25. No construction works on the Link Road shall commence until details of (or a scheme for) a temporary replacement hurling pitch and changing facility provision have been submitted to and approved in writing by the Local Planning Authority and the approved details (or scheme) have been implemented and made available for use.
26. No construction works on the Link Road shall commence until details of (or a scheme for) a permanent replacement hurling pitch and changing facility provision have been submitted to and approved in writing by the Local Planning Authority. The approved permanent replacement hurling pitch and changing facility shall be constructed as approved and brought into use before the new Link Road is opened for use or before 1st January 2016, whichever is the earlier.

#### Street lighting

27. No street lighting shall be installed along the Access Road or on the road bridge until full details of the siting, height, design and type of lighting and details of ground lux levels have been submitted to and agreed in writing by the Local Planning Authority. For the avoidance of doubt, no street lighting shall be installed along the Link Road. No part of the Access Road or the road bridge shall be opened for use until the street lighting has been installed in accordance with the approved details.

#### Colne Island and Ebury Way Link

28. No works of development comprising the construction of the Colne Island wetland and the footpath/cycle link to Ebury Way shall commence until full details of the profile of the wetland; a landscaping scheme and management strategy for the wetland; the design, materials and construction of the footpath/cycle route, boardwalk and seating at Colne Island; details of all bridges over the watercourse; and details of the footpath/cycle link to Ebury Way, as shown in principle on drawing nos. 60288684-LS-LA-01 and LS-LA-09, have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

#### Access Strategy

29. No part of the Link Road or Access Road shall be brought into use until an Access Strategy for the site, which shall include pedestrian routes, cycle routes, public rights of way and links to the existing highway network, has been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved Strategy unless otherwise agreed in writing by the Local Planning Authority.

#### Noise barrier to De Beers House

30. No part of the Access Road shall be brought into use until details of the siting, dimensions, design and acoustic performance of an acoustic barrier at the southern end of Willow Lane adjacent to De Beers House, 56 Willow Lane, have been submitted to and approved in writing by the Local Planning Authority and the barrier has been installed as approved. Thereafter the barrier shall be retained at all times.

#### ANPR system

31. No part of the Access Road shall be brought into use until details of the proposed automatic number plate recognition system or other control system to restrict the use of the western part of the Access Road between the two roundabouts to emergency vehicles only have been submitted to and approved in writing by the Local Planning Authority and the control system has been installed as approved. The control system shall be operated at all times that the road is open for use.

#### Replacement Habitat Strategy

32. No part of the Link Road or Access Road shall be brought into use until details of a Replacement Habitat Strategy, to provide replacement tree and woodland planting within the River Colne Linear Park or other appropriate areas within the Borough, has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include the following details:

- (i) the locations for the planting of groups of trees including the creation of new woodland habitat;

- (ii) the numbers, species and size of trees to be planted;
- (iii) a phasing programme for planting;
- (iv) a management programme for a 5 year period.

Reason: To mitigate habitat loss as a result of the development, enhance biodiversity and to mitigate the visual impact of the development, in accordance with Policies GI3 and UD1 of the Watford Local Plan Core Strategy 2006-31.

### Informatives

1. For the avoidance of doubt, site preparation works shall not include the removal of trees and shrubs from the site or works comprising the erection of site hoarding for security and safety reasons.
2. Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain i) their permission/ requirements regarding access for vehicles involved in the construction of the new roads; ii) a condition survey of any adjacent highways which may be affected by construction vehicles together with an agreement with the highway authority that the developer will bear all costs in reinstating any damage to the highway.
3. Works to be undertaken on the adjoining Highway will require an Agreement with the highway authority. Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain their permission and requirements. This is to ensure that any works undertaken in the highway are constructed in accordance with the specification of the highway authority and by a contractor who is authorised to work in the public highway.
4. It is envisaged that the Highway Authority would adopt the Link Road in its entirety and the Access Road from the junction on Wiggshall Road as far as the internal access roundabout including the bridge over the Croxley Rail Link. In order to set this process in train the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain their permission and requirements. This is to ensure that any works undertaken are designed and constructed in accordance with the specification of the highway authority.
5. All species of bat are European Protected Species. A licence is required in order to carry out any works that involve certain activities such as capturing the animals, disturbance, or damaging or destroying their resting or breeding places. Note that damage or destruction of a breeding site or resting place is an absolute offence and unless the offences can be avoided through avoidance (e.g. by timing the works appropriately), it should be licensed. In the first instance it is for the developer to decide

whether a species licence will be needed. The developer may need to engage specialist advice in making this decision. A licence may be needed to carry out mitigation work as well as for impacts directly connected with a development.

6. In dealing with this application, Watford Borough Council has taken into consideration the environmental information contained in the environmental impact assessment that was submitted with the application.

Chair

The Meeting started at 7.30 pm  
and finished at 9.00 pm