DEVELOPMENT MANAGEMENT COMMITTEE

27 July 2021

7.00 pm

Town Hall

Contact

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01923 278323

For further information about attending meetings please visit the council's website.

Publication date: 19 July 2021

Committee Membership

Councillor P Jeffree (Chair)
Councillor R Martins (Vice-Chair)
Councillors N Bell, S Johnson, J Pattinson, A Saffery, R Smith, S Trebar and M Watkin

Agenda

Part A – Open to the Public

CONDUCT OF THE MEETING

The committee will take items in the following order:

1. All items where people wish to speak and have registered with Democratic Services.
2. Any remaining items the committee agrees can be determined without further debate.
3. Those applications which the committee wishes to discuss in detail.

Please note that the following update documents were supplied to the Committee prior to the hearing.

- Officer's presentation
- Update sheet
- Summary of NPPF

1. Apologies for absence

2. Disclosure of interests

3. Minutes

The minutes of the meeting held on 6 July 2021 to be submitted and signed.

4. 21/00765/OUTM Watford General Hospital Vicarage Road Watford WD18 0HB (Pages 54 - 116)

5. 21/00218/FUL - 91-93 King George's Avenue, Watford (Pages 117 - 141)

Introduction

Please note that the officer report is a summary of the issues including representations made and consultation responses. Full details of the applications, plans submitted, supporting information and documents, representations made, consultation responses and correspondence can be found on the council's web based Public Access system using the application reference or address.
Specific policy considerations for each application are detailed within the individual reports. The background papers and policy framework listed below have been relied upon in the preparation of the reports in this agenda.

Background papers

- The current planning applications under consideration and correspondence related to that application.
- All relevant third party representations and consultation replies received.

Policy Framework

- The Statutory Plans and Supplementary Planning Guidance, together with relevant Government legislation, Circulars, Advice, Orders, Directions and Guidance listed below:

Local Planning Documents

Local Development Documents provide the framework for making planning decisions. These can be found on the Council's website and include:

- the existing Local Plan which consists of the Core Strategy, saved policies in the Watford District Plan 2000 and Proposals Map); and
- Supplementary Planning Documents.

County Planning Documents

The Hertfordshire Waste Local Plan and Minerals Local Plan prepared by Hertfordshire County Council are material considerations alongside the Watford Local Plan. These documents can be found on the county council's website.

National Planning Documents

Key legislation can be found using this weblink, including:

- Growth and Infrastructure Act (2013)
- Housing and Planning Act (2016)

- Localism Act (2011) and subsequent amendments
- Planning Act (2008) and subsequent amendments
- Planning and Compulsory Planning Act (2004) and subsequent amendments
- Town and Country Planning Act (1990) and subsequent amendments
- Town and Country Planning (Local Planning) (England) Regulations 2012 and subsequent amendments.

National guidance can be found on the government service and information website, including:

- National Planning Policy Framework (revised February 2019) and supporting Technical Guidance
- Planning Practice Guidance (PPG) (web based)
- Planning policy for traveller sites
- Relevant government circulars
- Relevant Ministerial Statements (which will be referred to in the individual reports as necessary)

Section 106 Planning obligations and Community Infrastructure Levy (CIL)

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the Council's Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted where relevant. Section 106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants.

Human Rights implications

The Local Planning Authority is justified in interfering with the applicant's human rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party human rights, these are not considered to be of such a nature and degree as to override the human rights of the applicant and therefore warrant refusal of planning permission.

Development Management Committee

27th July 2021

Item 4 – 21/00765/OUTM

Watford General Hospital, Vicarage Road, Watford WD18 0HB

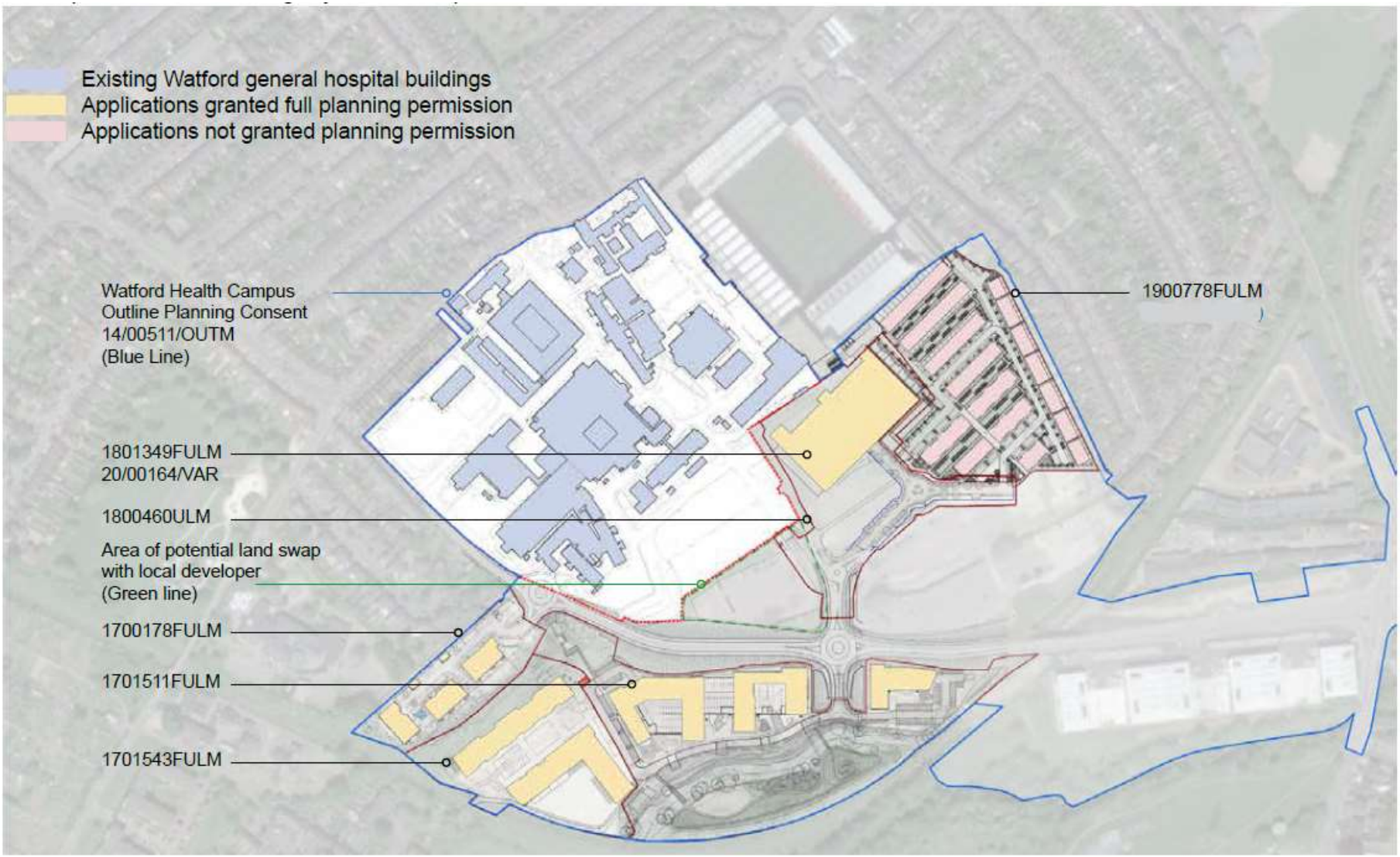
Outline application with all matters reserved for Demolition of hospital buildings and construction of an Emergency Care hospital (Use Class C2), with up to 1,000 beds and up to 120,000m2 floorspace, an energy centre, and ancillary retail units, including associated access and landscape improvements

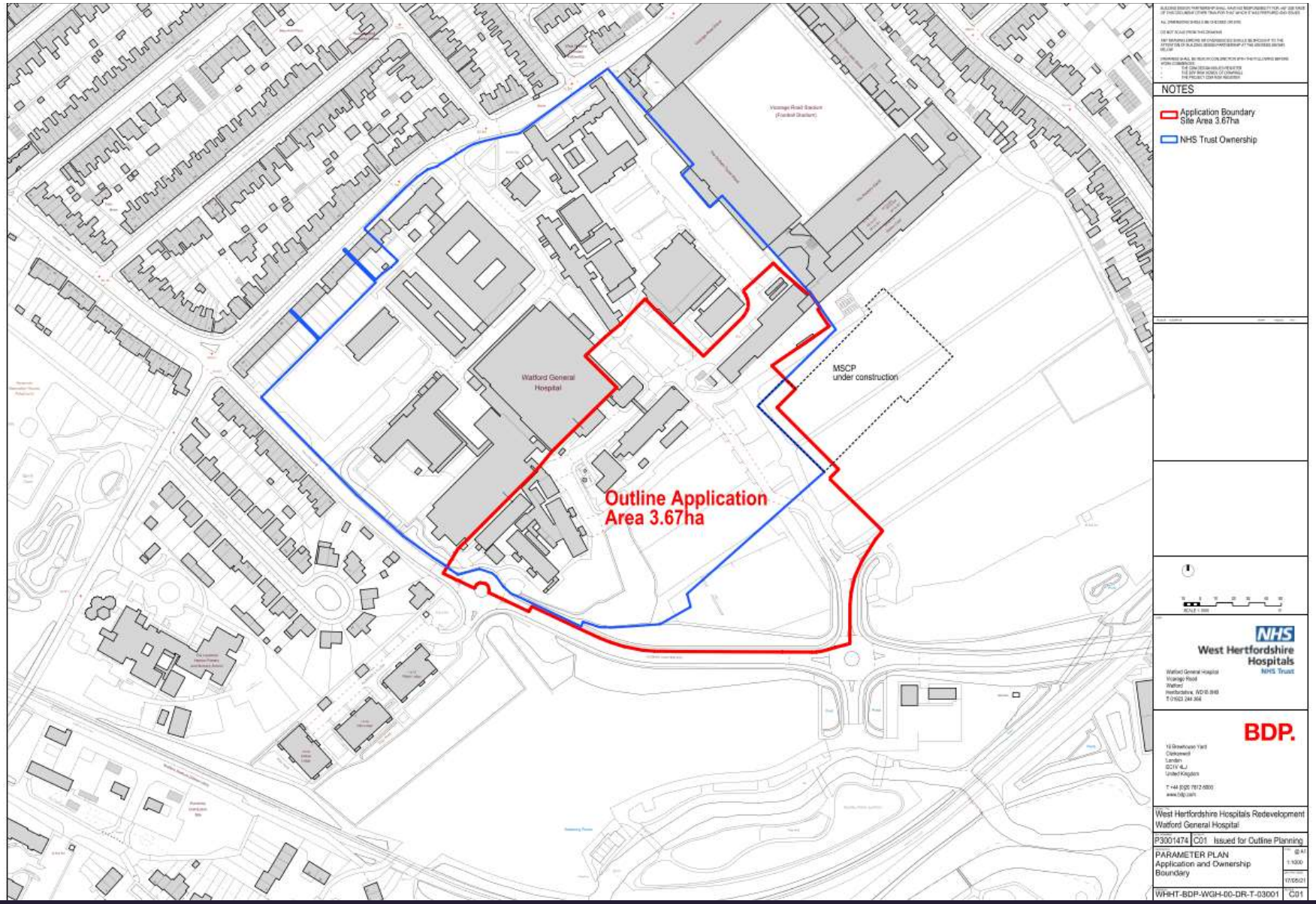
Updated Recommendation

That planning permission be granted subject to the completion of a planning obligation under s.106 of the Town and Country Planning Act 1990 to secure the provisions of the updated S106 Heads of Terms and subject to the conditions as detailed in section 8 of the report and as detailed in the update sheet.

Existing Aerial

WATFORD BOROUGH COUNCIL


Existing Watford general hospital buildings
Applications granted full planning permission
Applications not granted planning permission
Watford Health Campus
Outline Planning Consent
14/00511/OUTM
(Blue Line)
1900778FULM
1801349FULM
20/00164/VAR
1800460ULM
Area of potential land swap
with local developer
(Green line)
1700178FULM
1701511FULM
1701543FULM



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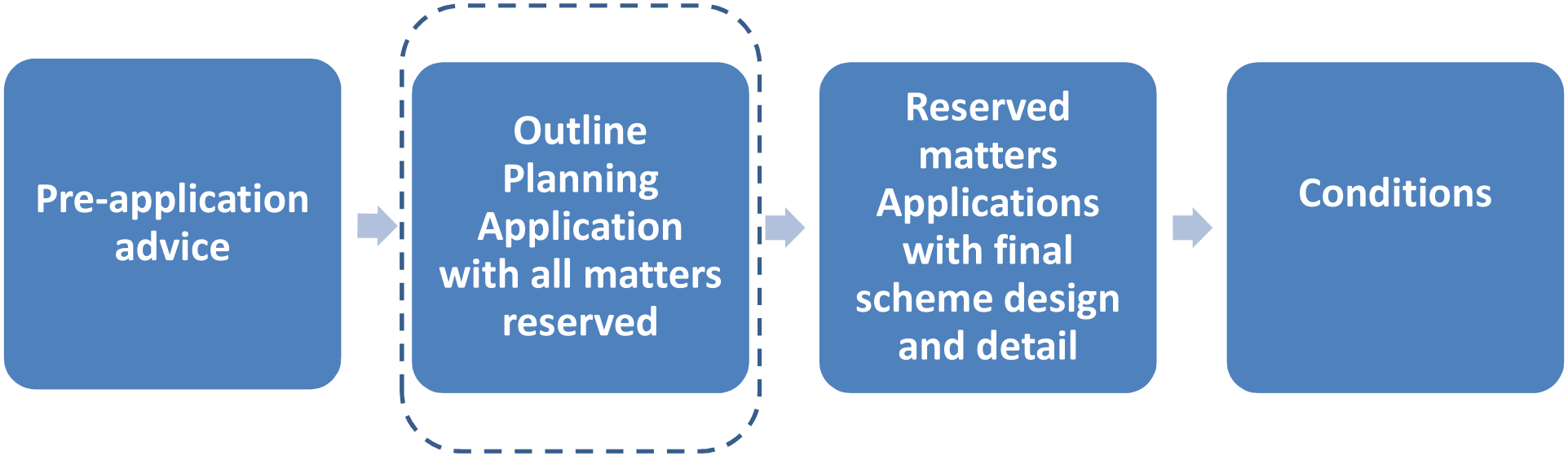
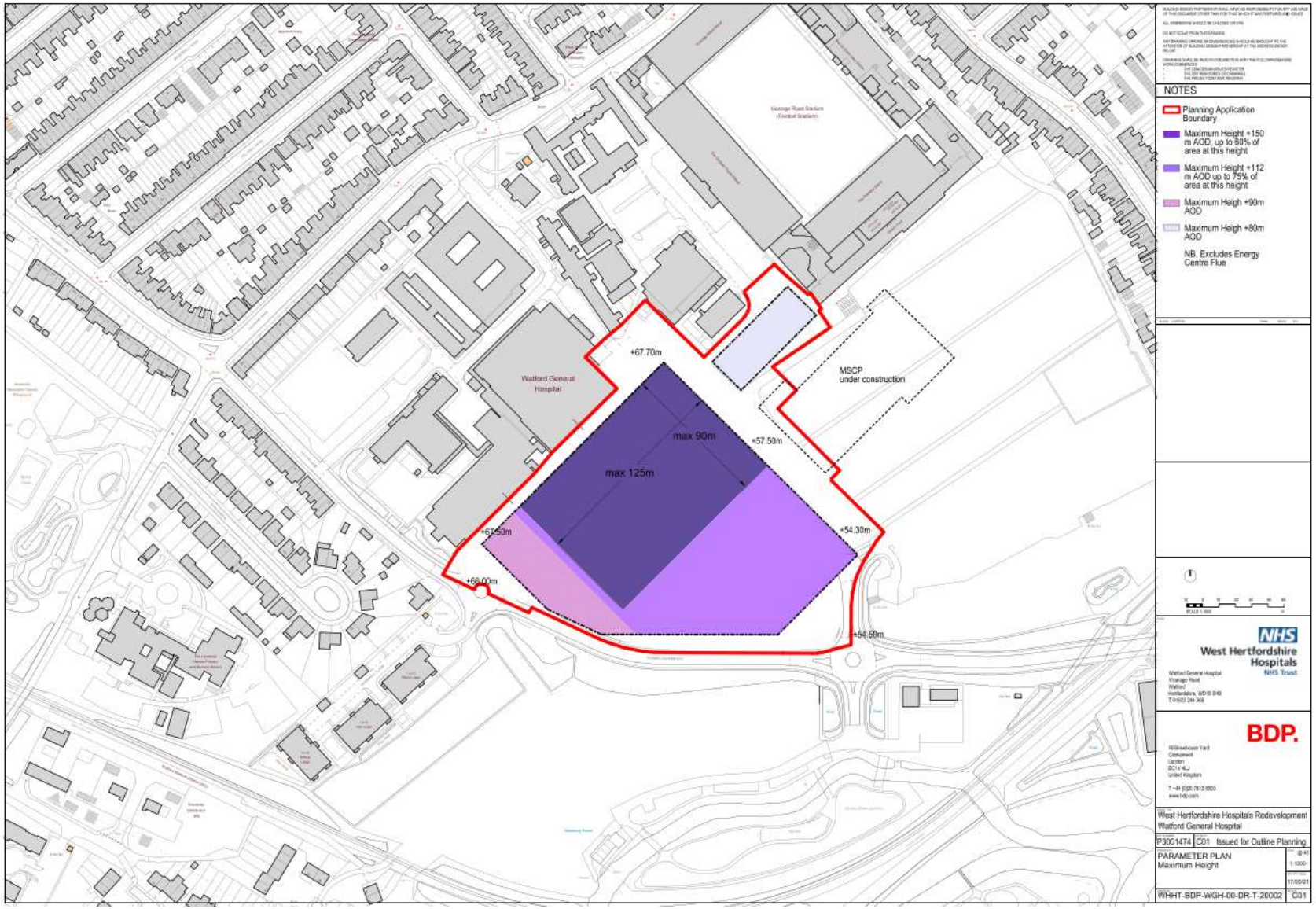

Pre-application advice
Outline Planning Application with all matters reserved
Reserved matters Applications with final scheme design and detail
Conditions



Parameter Plan for Height

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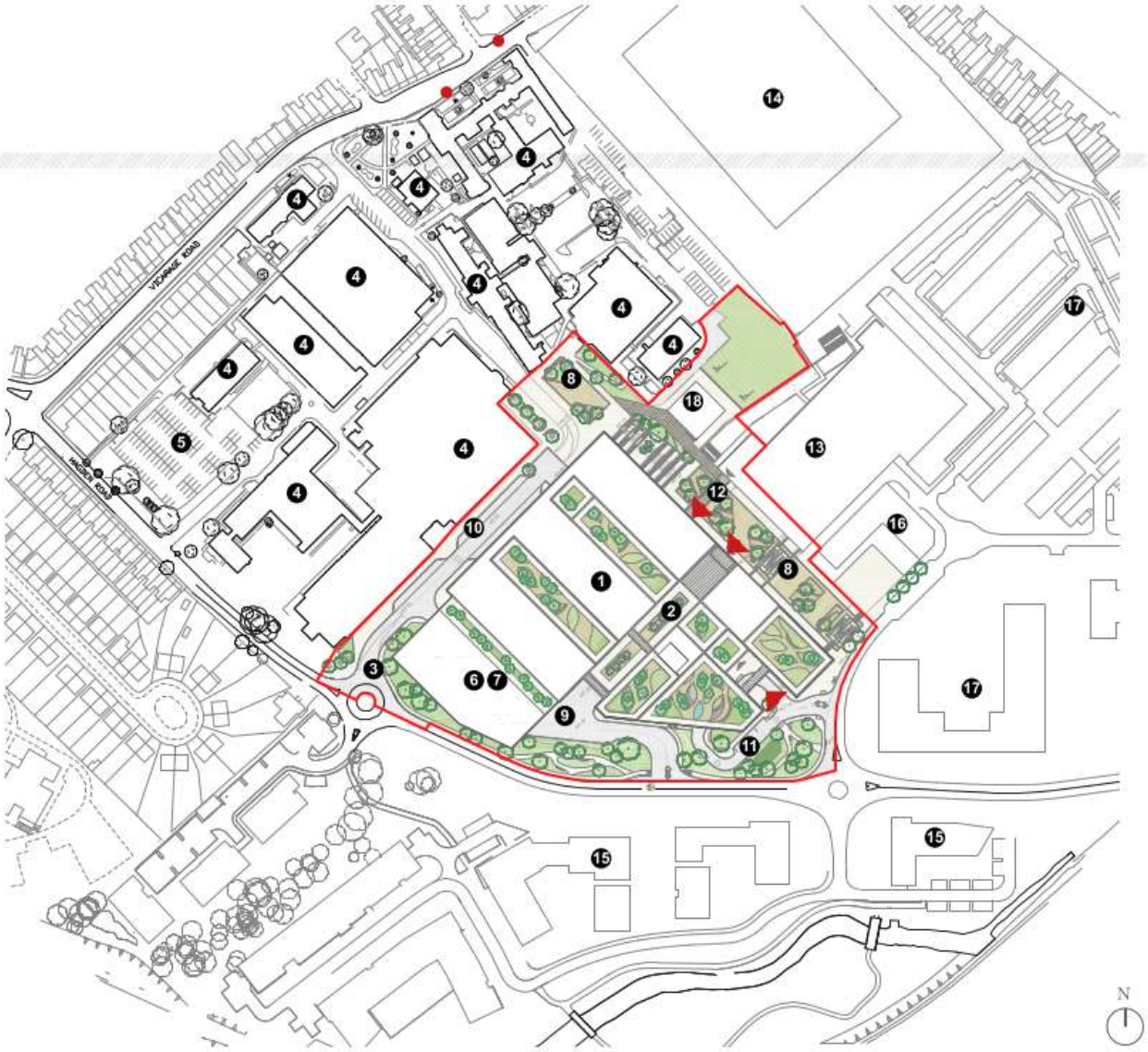
INDICATIVE HOSPITAL SCHEME SITE

Key

1. New General Hospital
2. Hospital street
3. Blue light access
4. Existing hospital buildings
5. Existing car park
6. Ambulances
7. Energy centre
8. Pedestrian external realm
9. FM & service access
10. Patient transport vehicles
11. Pick-up and drop-off area
12. Bridge access from MSCP
13. Multi-storey car park
14. Watford Football Club
15. Watford Riverwell Masterplan apartments
16. Hotel/commercial (neighbouring Masterplan)
17. Residential development (neighbouring Masterplan)
18. Cycle hub
- Bus stop
- Principal entrances
- Application boundary
- Existing hospital estate



Indicative Hospital Scheme - Roof Level site plan

Indicative Scheme

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LEVEL 14

Indicative Scheme

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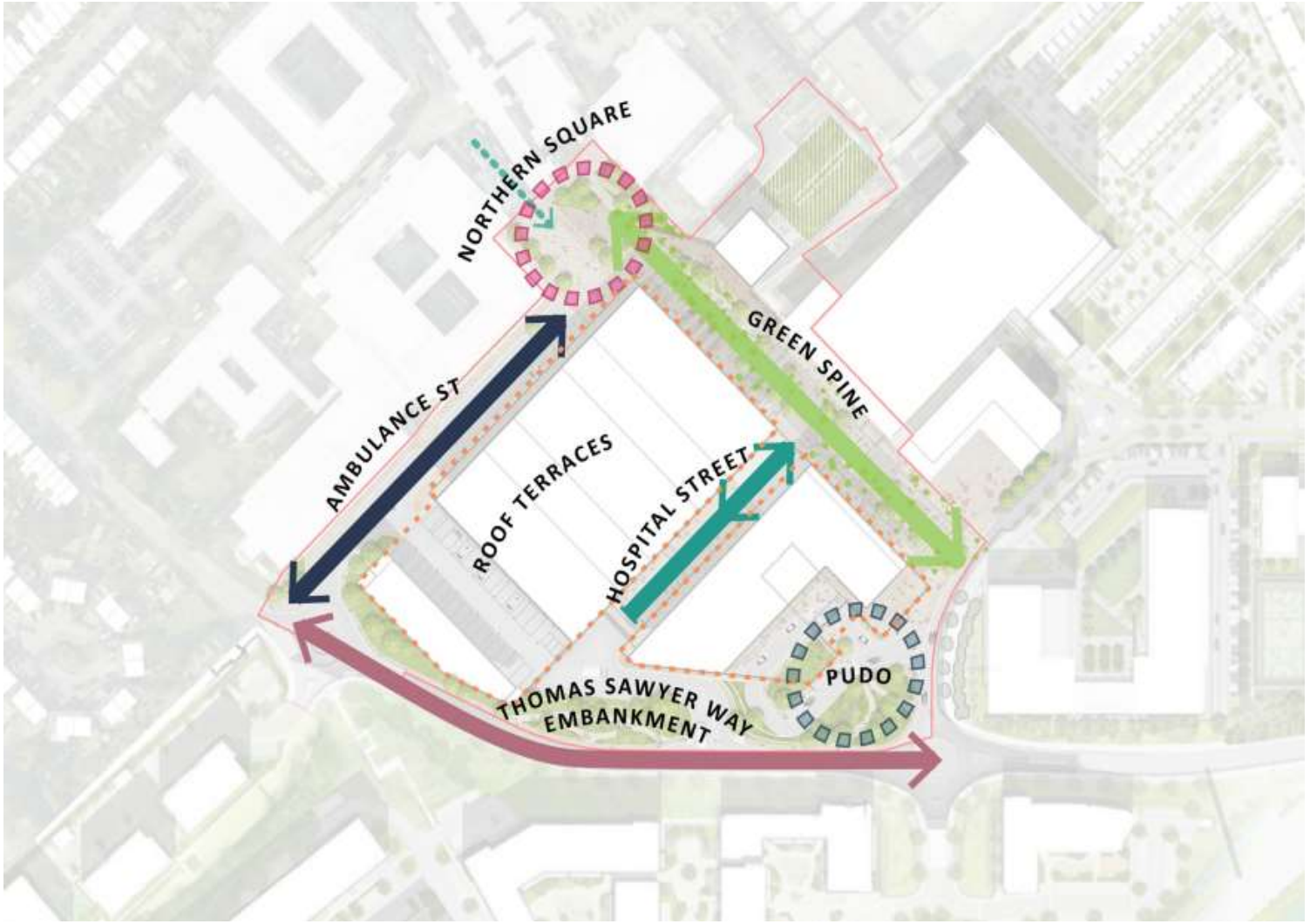

Public Realm Key Spaces

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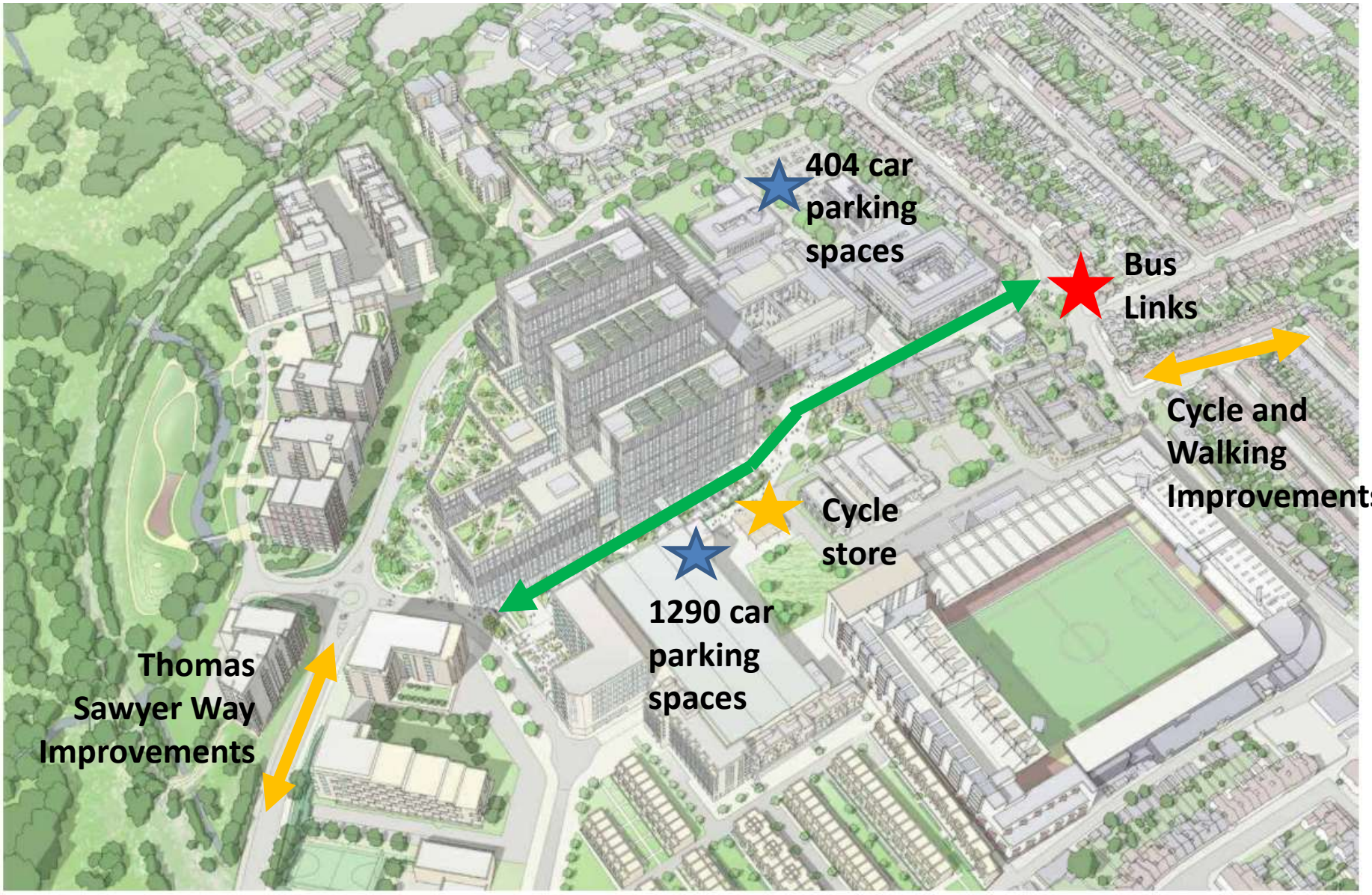

Aerial illustration of Indicative Hospital Scheme

Sustainable Transport

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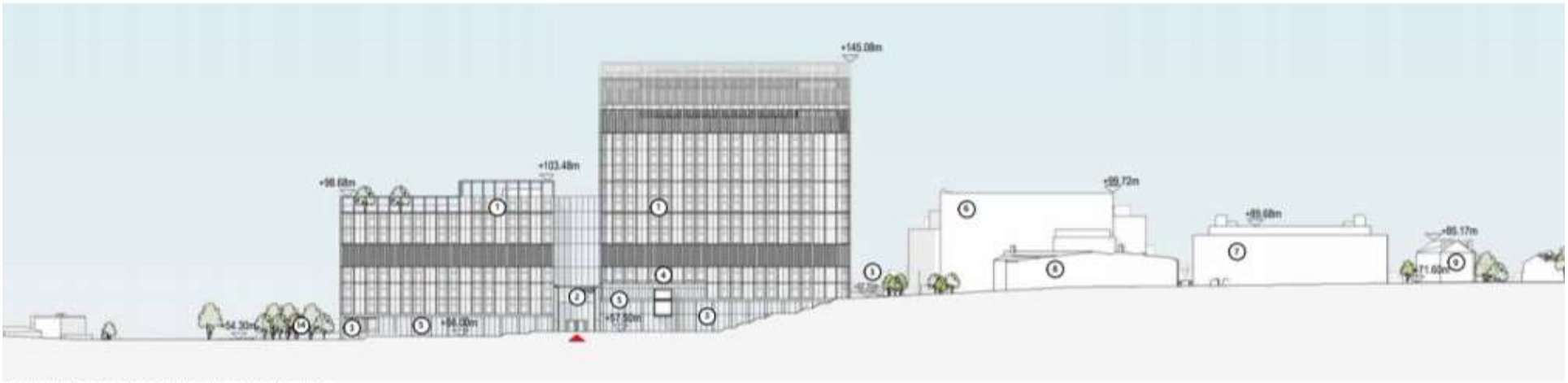

tive Hospital Scheme - Site Section AA North East Elevation

Indicative Height

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1 Banbury Street/ Vicarage Road, Square Conservation Area

Simplified Massing

2 Vicarage Road, WGH north entrance

Townscape Views- Vicarage Road

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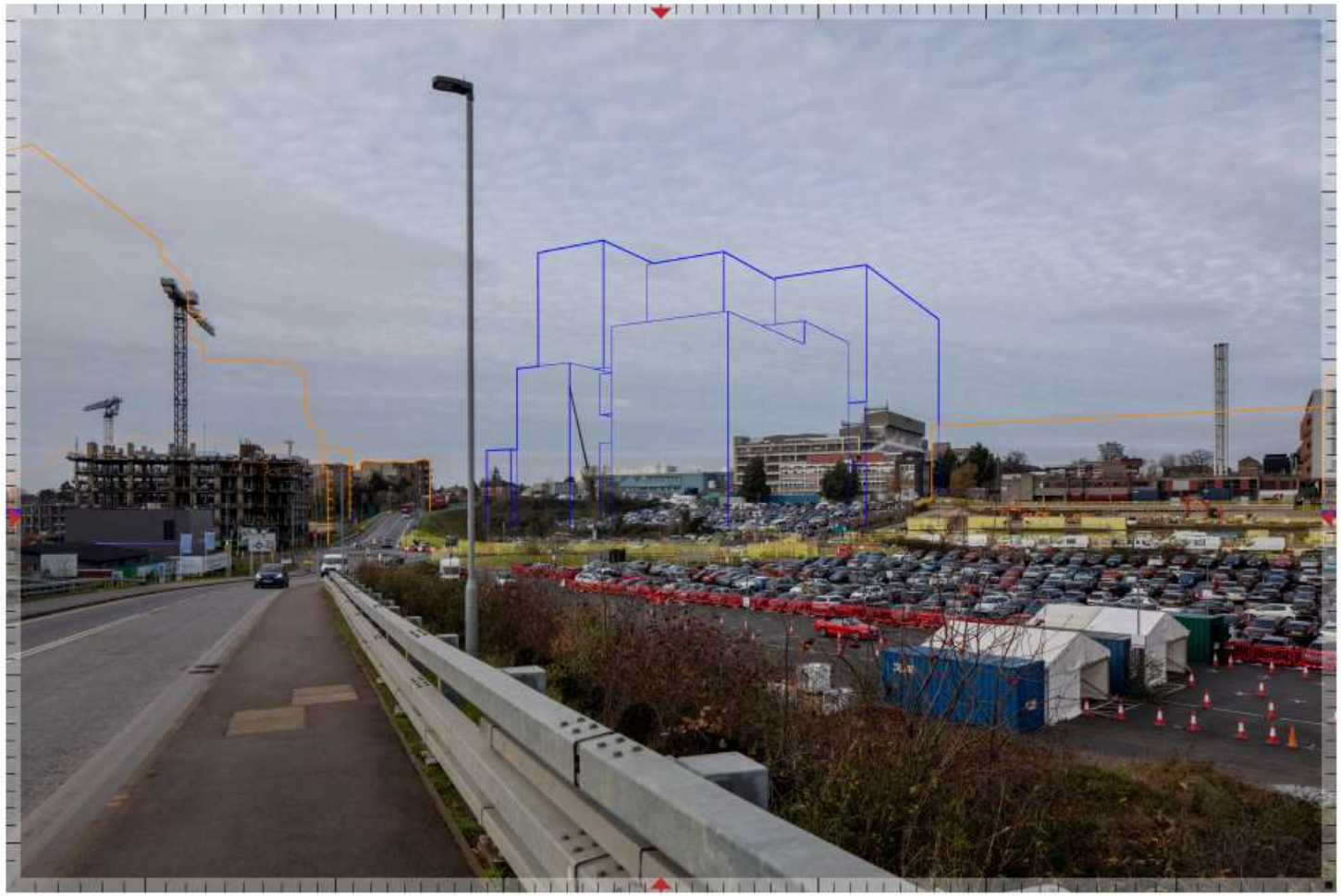

Simplified Massing & Consented Schemes

Townscape Views- Thomas Sawyer Way

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Hampermill Lane (SV8) 9

Townscape Views Hampermill Lane

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Recommendation

That planning permission be granted subject to the completion of a planning obligation under s.106 of the Town and Country Planning Act 1990 to secure the provisions of the updated S106 Heads of Terms and subject to the conditions as detailed in section 8 of the report and as detailed in the update sheet.

Item 5: 21/00218/FUL

91-93 King George's Avenue, Watford WD18 7QE

Demolition of existing two dwellings and erection of apartment block consisting of 9no. flats and associated car parking and landscaping.

Aerial image of site

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Existing Site (Google Streetview Image)

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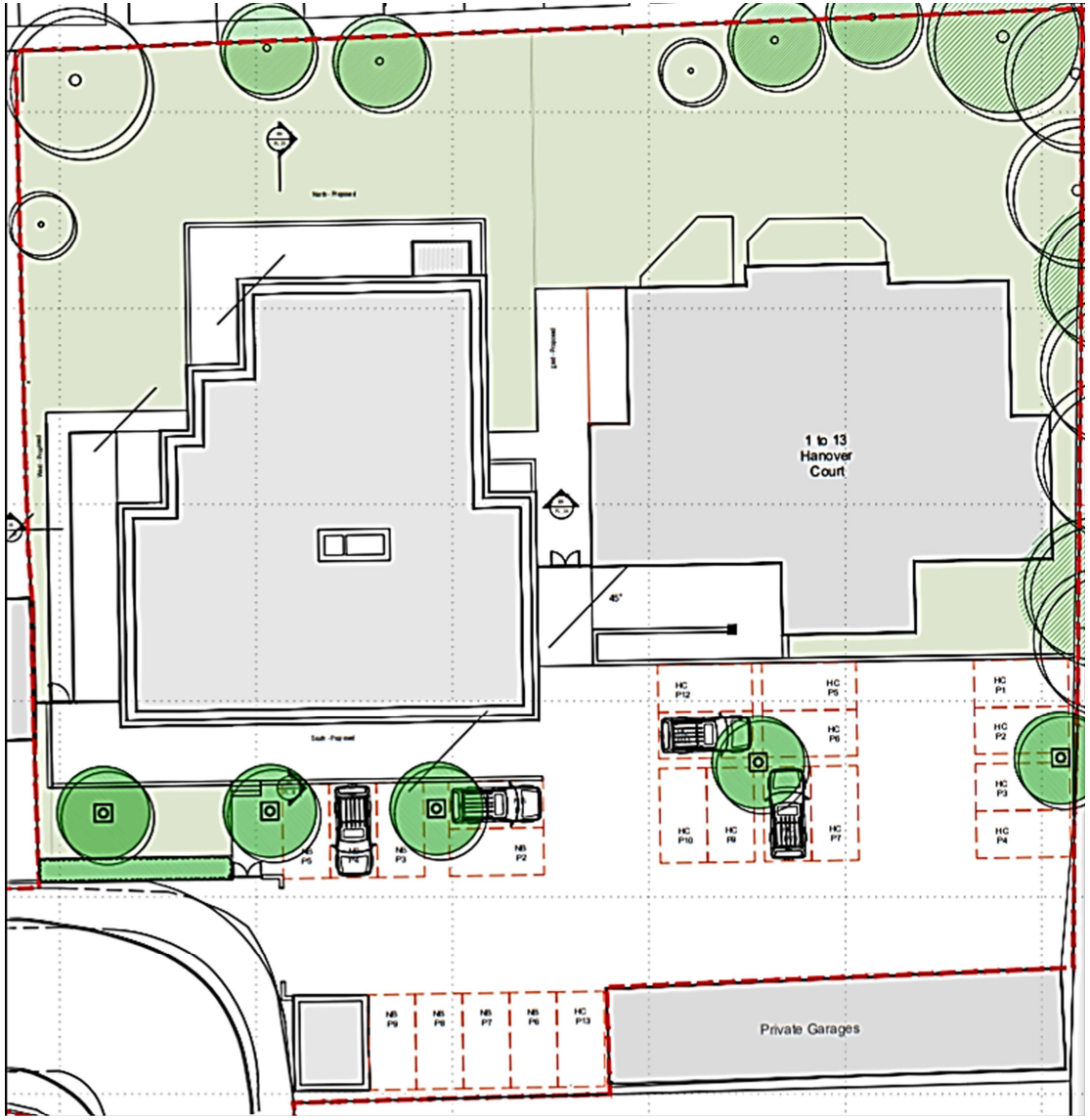
Aerial image of rear of site



Proposed Site Plan

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Proposed front and rear elevations

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CGI- Proposed Front Elevation

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Proposed Ground floor plan

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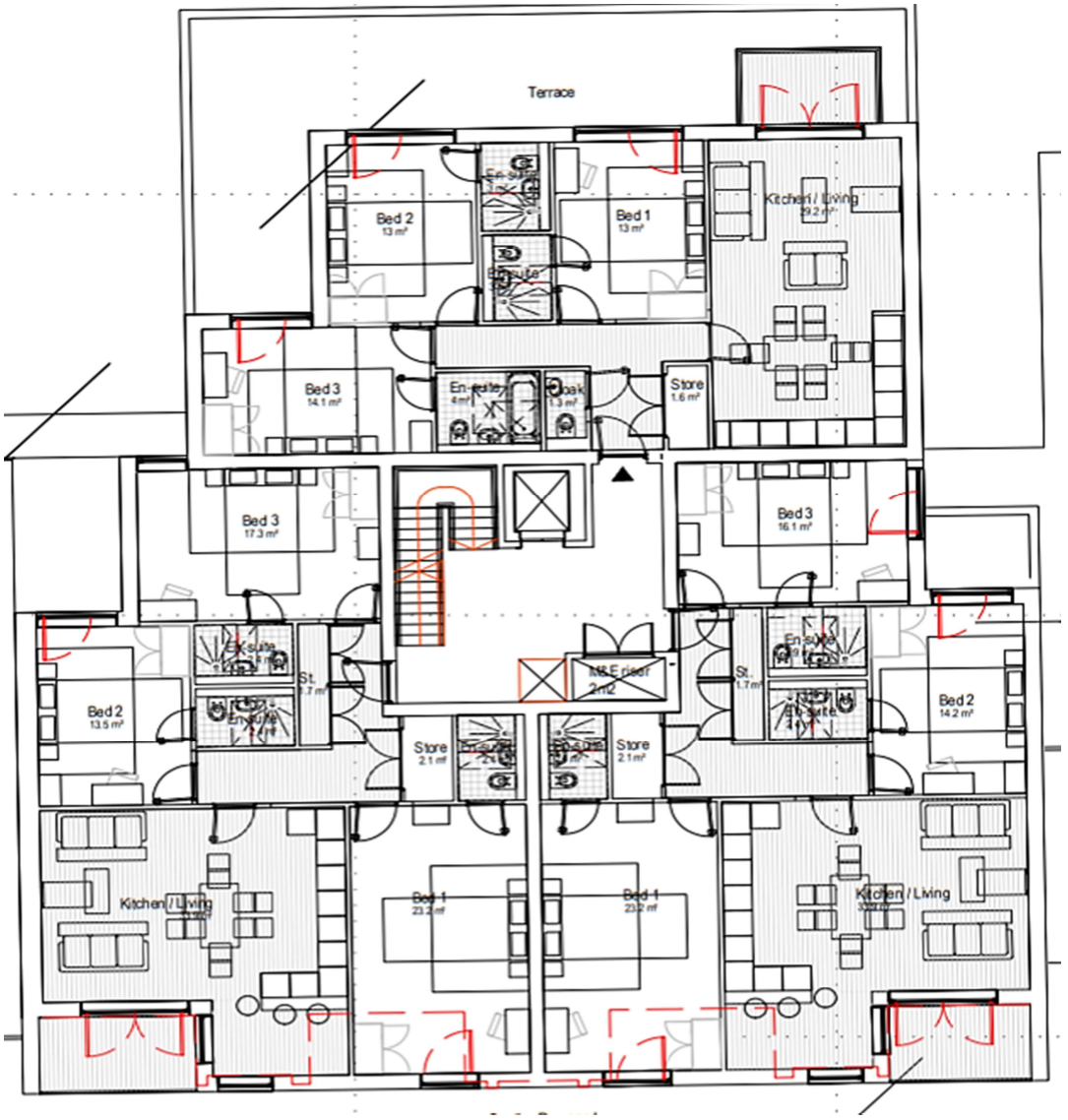
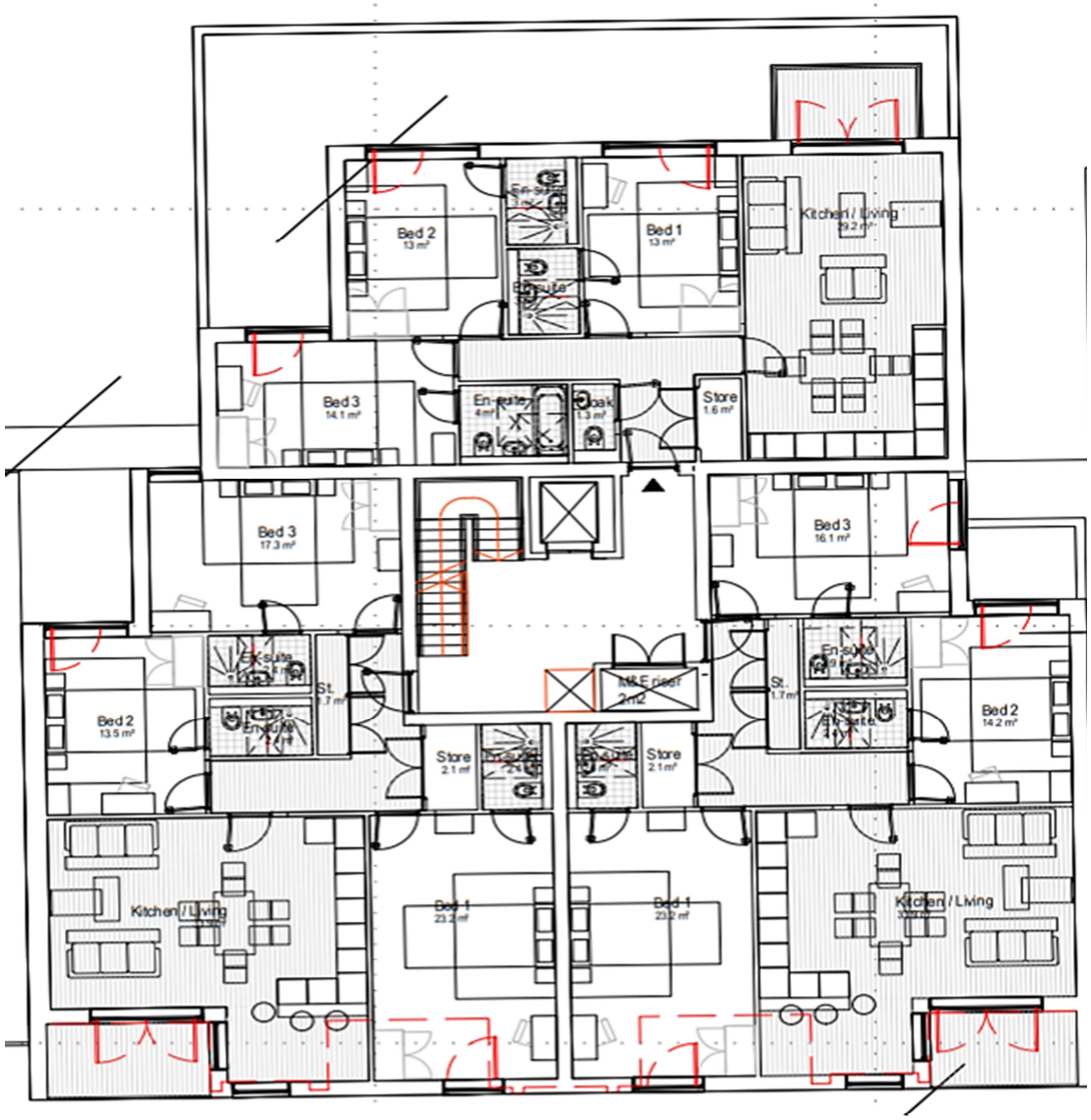


Proposed first floor plan



Proposed second floor plan

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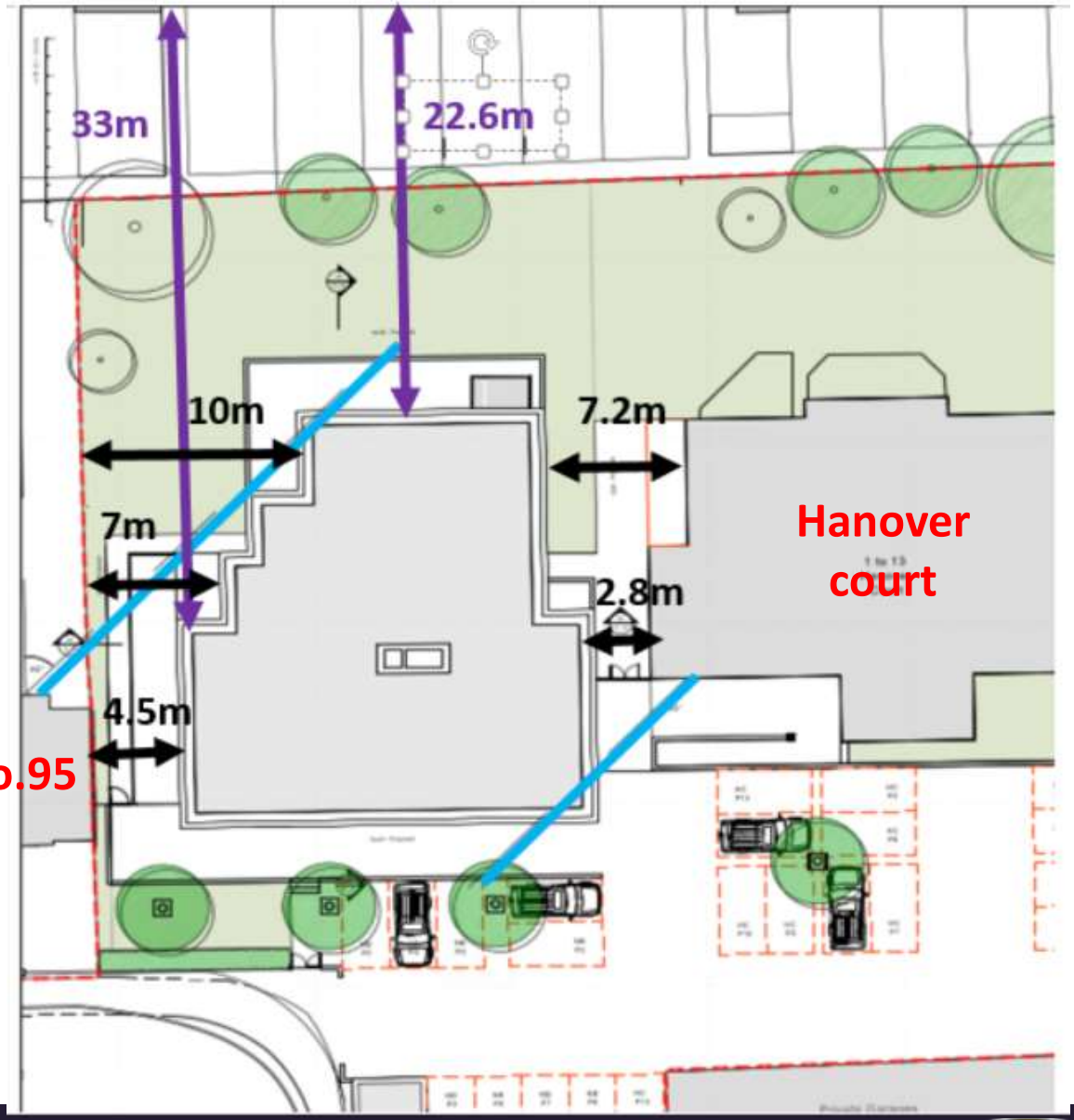


Distances between neighbouring properties

WATFORD BOROUGH COUNCIL

Recommendation

Approve planning permission, subject to those conditions and informatives set out in Section 8 of the Committee report.

DEVELOPMENT MANAGEMENT COMMITTEE

27th July 2021

UPDATE SHEET

NATIONAL PLANNING POLICY FRAMEWORK 2021

New NPPF has been published on 20th July 2021 and is now a material planning consideration relevant to the consideration of both planning applications for committee consideration.

Relevant to Item 4 and Item 5 the updated NPPF includes a more detailed description of sustainable development in paragraph 11 and maintains the 'presumption in favour of sustainable development'. The NPPF now includes objectives for "beautiful and sustainable buildings" including in paragraph 126.

In respect of Item 4, there are no substantive changes to the national policy objectives of the NPPF in respect of the content detailed in the report for healthcare provision, high quality places, sustainable transport and environmental concerns.

In respect of Item 5, there are no substantive changes to the national policy objectives of the NPPF in respect of the content detailed in the report for the delivery of new homes, the effective use of land for development, high quality design, transport matters and environmental concerns.

For members' information, a full summary of the NPPF changes has been prepared by Watford Borough Council Planning officers and is appended to this update sheet.

Item 4: 21/00765/OUTM- Watford General Hospital, Vicarage Road, Watford WD18 0HB

AMENDED RECOMMENDATION

That planning permission be granted subject to the completion of a planning obligation under s.106 of the Town and Country Planning Act 1990 to secure the provisions of the updated S106 Heads of Terms and subject to the conditions as detailed in section 8 of the report and as below.

UPDATED S106 HEADS OF TERMS

i) To secure the provision and maintenance of a safe and direct pedestrian and cycle route from the north of the site to Vicarage Road at all times following occupation of the new hospital with details to be submitted to and approved by the Local Planning Authority. Details of this route shall include its position, width, surface finish, lighting, signage and any level changes;

ii) To secure an updated Travel Plan and financial payment to Hertfordshire County Council of £6,000 for the long term monitoring of the Travel Plan for the site;

iii) To secure a financial payment of £600,000 to Hertfordshire County Council towards bus services in the vicinity of the hospital;

iv) To secure a financial payment of £250,000 to Hertfordshire County Council for the improvements along Thomas Sawyer Way; and

v) To secure a financial payment of £150,000 to Watford Borough Council for improvements to pedestrian and cycling routes to the hospital.

ADDITIONAL CONSULTEE COMMENTS

Hertfordshire Highways – Comments of 23rd July 2021 confirm no objection to the application subject to conditions and S106 contributions to sustainable transport.

ADDITIONAL CONDITIONS

29. Materials Panel

Construction of the superstructure shall not commence until:
a) Full details of the materials to be used for all the external surfaces have been submitted to and approved in writing by the Local Planning Authority; and
b) Sample panels have been constructed on site to show the typical facades including panelling, window frames and glazing, and have made available for inspection and approved in writing by the Local Planning Authority.

Reason: In the interests of the 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.

30. Access

No development shall commence until full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:

i) Roads, footways.
ii) Cycleways.
iii) Foul and surface water drainage.
iv) Visibility splay
v) Access arrangements
vi) Parking provision.
vii) Loading areas.
viii) Turning areas.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018)

31. Vehicular access

Prior to the first occupation or use of the development hereby permitted the vehicular access shall be completed and thereafter retained as shown on drawing number(s) (20175/019 Rev A, 20175/026 Rev C, 20175/027 Rev A and WHHT-BDP-WGH-00_DR-T-20140 Rev C01) in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

32. General Vehicle Through Route Closure

Prior to the first occupation or use of the development hereby permitted general vehicle through routes via the hospital between Vicarage Road, Willow Lane and Thomas Sawyer Way will be closed to general traffic.
Reason: To ensure construction of a satisfactory development and in the interests of highway safety and amenity in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018).

AMENDED CONDITIONS

5. Construction Environment Management plans

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority,

including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan / Statement shall include details of:
a. Construction vehicle numbers, type, routing;
b. Access arrangements to the site;
c. Traffic management requirements
d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
e. Siting and details of wheel washing facilities;
f. Cleaning of site entrances, site tracks and the adjacent public highway;
g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
h. Provision of sufficient on-site parking prior to commencement of construction activities;
i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
k. Phasing Plan.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

9. Energy Statement

i) Prior to the commencement of development, an Energy Statement in accordance with the targets and objectives set out in the Energy Statement shall be submitted to an approved in writing by the Local Planning Authority.

ii) Prior to occupation, evidence demonstrating that the approved measures have been implemented, together with detail of ongoing management and maintenance to ensure the measures continue to achieve the predicted CO2 emissions reduction shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate.

11. Slow-worm Translocation

Prior to commencement of development within the donor area indicated in 'Slow Worm Translocation Strategy V01' drawing, the Translocation Strategy

for slow-worms as detailed in the Preliminary Ecological Assessment Rev C02 [WHHT-BDP-WGH-XX-RP-T-00112] shall be implemented.

Reason: In order to prevent the inadvertent killing of slow-worms of which there was one found under the Preliminary Ecological Assessment.

14. Maximum Heights

All Reserved Matters applications shall accord with the approved Parameter Plan for Maximum Height as follows:

i) No part of the building, with the exception of flues and roof top plant, shall exceed the maximum heights of the development as detailed in the Maximum Height Parameter Plan;

ii) Where the Maximum Height Parameter Plan approves an area of building up to a maximum height of +150m AOD for up to 60% of the area, the remainder of the building in this area shall not exceed a maximum height of +112m AOD; and

iii) Where the Maximum Height Parameter Plan approved an area of building up to a maximum height of +112m AOD for up to 75% of the area, the remainder of the building in this area shall not exceed a maximum height of +90m AOD.

Reason: For the avoidance of doubt in respect of the maximum building heights approved.

15. Appearance

Any application in respect of reserved matter (a) 'Appearance' shall include details of all matters of appearance including, but not limited to, the following:

i) All plant and equipment including gas storage, roof plant, PV, cleaning cradles, lift overruns, railing, flues, vents and telecommunication equipment and any associated mitigation to avoid noise impacts;

ii) Bridge links which shall have a transparency of 60-80% on elevations;

iii) Entrances and Active Frontages, as identified on the Parameter Plan for Frontages and Spaces, to include shopfronts and direct accesses to ancillary retail units;

iv) How the design of the building responds to micro-climate issues such as wind and sun, including any screening or mitigation to prevent adverse wind impact or overheating

20. BREEAM Excellent

Within 6 months of first occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

Reason: To ensure the development incorporates sustainable design and construction methodology as detailed in the application documents.

21. Travel Plan

At least 3 months prior to the first occupation or use of the approved development a detailed Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented in accordance with the timetable and target contained therein and shall continue to be implemented unless otherwise approved in writing by the Local Planning Authority

Reason: To promote sustainable modes of travel in accordance with Policy T3 of the Watford Local Plan Core Strategy 2006-31 and policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

Item 5: 21/00218/FUL 91-93 King George's Avenue, Watford WD18 7QE

AMENDMENT TO REPORT:

Para 6.23 of the Committee Report is incorrect.

To confirm, there is a landing window to the end wall of No. 95 King George's Avenue which provides daylight to the staircase and unobstructed views out. Officer has assessed this window and given that it is an opening to a non-habitable space (i.e. a landing area), the proposal is not considered to result in a materially harmful impact to neighbouring light.

CLARIFICATION OF APPENDIX:

Following the formal assessment of the application by officers, a CGI illustrating the side elevation of the proposed building was submitted. This CGI was submitted at the request of planning officers to serve as supplementary material for Members to be presented at Committee. However, it is since noted by officers that this side-view CGI is not accurate and should, therefore, be disregarded by Members.

ADDITIONAL CONDITION:

One condition is added to ensure that the parking facilities contain 1no. electric charging point in order to provide sustainable transport infrastructure. The applicant has agreed to the addition of this condition.

14. Electric Vehicle Charging

Prior to the occupation of the development hereby permitted, the parking area shall provide for 1no. active electric vehicle charging point and details of the type and specification of electric vehicle charging infrastructure, the energy sources and the strategy/management plan for supply and maintenance of the electric vehicle charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging infrastructure shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018)."

AMENDED CONDTION:

Existing condition No. 3 to be amended to include reference to the maintenance of appropriate facilities for the storage and collection of refuse for the residents of Hanover Court and continued provision of a safe means of access during construction works, and to also provide explicit reference to the erection and maintenance of site hoarding around the site to protect neighbouring resident's amenity.

The amended wording of this recommended condition is as follows ***(shown in bold italics):***

3. Construction Management Plan

No development on site shall commence until a construction management plan setting out details of any demolition works, removal of materials from site, parking for all contractors, subcontractors, visitors and delivery vehicles, ***appropriate site perimeter hoarding to protect neighbouring amenity,*** *storage of materials,* ***maintenance of appropriate temporary refuse storage facilities for Hanover Court during the construction process*** *and to ensure that King George's Avenue* ***and the access road to the car parking area and private garages*** *shall be maintained available for use at all times during the period of site works, has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented at all times during development works.*

Reason: To minimise danger, obstruction and inconvenience to users of the highway, and for the free and safe movement of vehicles. This is a pre-commencement condition to ensure that the proposed measures during construction are satisfactory and are agreed with the Local Planning Authority before construction commences.

July 2021- changes to NPPF

Paragraph Number	Type of Change	Change made (New text in yellow, deleted text struck through)	Notes/Summary
7	Updated text- Achieving Sustainable Development	'The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection'	Reference included to UN Global Goals for sustainable development.
11	Updated text- Presumption in Favour of Sustainable Development	'a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;'	Updated over-arching aim of plan making broadened from the requirement just to meet development needs.
22	Updated text- Strategic Policies	'Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.'	Plans proposing larger developments/new settlements should create a vision for at least 30 years.
53	Changes to Article 4 Direction guidance	'The use of Article 4 directions to remove national permitted development rights should: • Where they relate to change from non-residential use to residential use, be limited to situations where an Article 4 direction is necessary to avoid wholly unacceptable adverse impacts (this could include the loss of the essential core of a primary shopping area which would seriously undermine its vitality and viability, but would be very unlikely to extend to the whole of a town centre)	Increased limits on the use of Article 4 directions requiring them to only be used where they are necessary and essential to avoid wholly unacceptable impacts and where they are based on robust evidence and apply to the smallest possible geographical area.

		• In other cases, be limited to situations where an Article 4 direction is necessary to protect local amenity or the well-being of the area (this could include the use of Article 4 directions to require planning permission for the demolition of local facilities) • In all cases, be based on robust evidence, and apply to the smallest geographical area possible.'	
54	New paragraph- Planning Conditions	'Similarly, planning conditions should not be used to restrict national permitted development rights unless there is clear justification to do so.'	New restriction on the use of planning conditions
80	Updated text- Rural Housing	'Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply: a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside; b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; c) the development would re-use redundant or disused buildings and enhance its immediate setting; c) the development would involve the subdivision of an existing residential building; or d) the design is of exceptional quality, in that it: - is truly outstanding ~~or innovative~~, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and - would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area'	Removal of the words 'or innovative'
96	New paragraph- Public Service Infrastructure	'To ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.'	Requirement to work proactively and positively with stakeholders to help deliver key public service infrastructure.

126	Updated text- Well Designed Places	'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.'	Following description from Planning Resource Magazine article: 'The word "beautiful" has been added to the NPPF five times in relation to planning for new buildings and places. According to yesterday's MHCLG consultation response, the term has been included in response to the recommendations of last year's Building Better, Building Beautiful Commission. It adds: "This should be read as a high-level statement of ambition rather than a policy test. The government would encourage local planning authorities, communities and developers to work together to decide what beautiful homes, buildings and places should look like in their area. This should be reflected in local plans, neighbourhood plans, design guides and codes, taking into account government guidance on design.'
127	Updated text- Well Designed Places	'Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.'	Recognition of the role Neighbourhood Planning Groups can play in creating and shaping local design policies.
128	Updated text- Well Designed Places	'To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and	Requirement for all LPAs to develop design codes that are consistent with the National Design Guide and National Model Design Code.

		high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.'	
129	New Paragraph- Well Designed Places	'Design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.'	Design codes can be produced as part of a plan or as an SPD, and by landowners/developers in support of planning applications. Design codes should be created with effective community engagement to ensure they reflect local requirements.
131	New Paragraph- Well Designed Places	'Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.'	Policies and decisions should ensure all new streets are tree lined and trees should be incorporated into developments. Existing trees should be retained wherever possible.
131 (old NPPF)	Delete Paragraph	~~'In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.'~~	Replaced by para 134 below
134	New Paragraph- Well Designed Places	'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:	Development not well designed should not be approved whilst significant weight should be given to development which reflects local design or where the design is outstanding or innovative with high levels of sustainability.

		a) Development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) Outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.'	
135	New Paragraph- Well Designed Places (text previously embedded, now its own paragraph)	'Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).'	Quality of schemes should not be materially diminished between permission and completion.
161	Updated text- Flood Risk and Climate Change	'All plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by: a) Applying the sequential test and then, if necessary, the exception test as set out below; b) Safeguarding land from development that is required, or likely to be required, for current or future flood management; c) Using opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding, (making as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management); and d) Where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations.'	Following description taken from Planning Resource magazine: 'According to a written ministerial statement by Jenrick on Tuesday, the changes around flood risk and climate change "are an initial response to the emergent findings of our joint review with the Department for Environment, Food and Rural Affairs (DEFRA) of policy for building in areas of flood risk. For instance, highlighting the opportunities from improvements in green infrastructure and natural flood management techniques. We are also amending guidance on flood risk to emphasise that checks done by local authorities should steer new development to areas with the lowest risk of flooding from any source."

162	Updated text-Flood Risk	'The aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.'	Broadened definition flood risk that should be considered when completing a sequential test.
163	Updated text-Flood Risk	'If it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in Annex 3.'	Reference to new Annex 3 included at the end of the updated NPPF.
167 (b)	Updated criteria-Flood Risk	'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that: a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment; c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate; d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.'	Expanded definition of flood resistance and resilience to include the ease of replacing/renovating after a flood.
177	New Paragraph-Enhancing Natural Environment	'When considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:	Updated para 175. Strengthened wording highlighting that major development should normally be refused in these areas.

		a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy; b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.'	
180	Updated criteria-Habitats and Biodiversity	'When determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest; c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.'	The requirement to improve biodiversity should be integral to the design of a scheme especially where it can secure a net gain in biodiversity or where it could enhance public access to nature where appropriate.

198	New Paragraph- Proposals affecting heritage assets	'In considering any applications to remove or alter a historic statue, plaque, memorial or monument (whether listed or not), local planning authorities should have regard to the importance of their retention in situ and, where appropriate, of explaining their historic and social context rather than removal.'	Where required, statues/memorials should normally be updated to include historic/social context rather than removed.
212	Updated text- Annex 1 Implementation	'The policies in the Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may also need to be revised to reflect policy changes which this ~~replacement~~ Framework has made. ~~This should be progressed as quickly as possible, either through a partial revision or by preparing a new plan.'~~	Deletion of the requirement to progress revisions to plans to reflect national policy changes as quickly as possible.
221	New Paragraph- Annex 1 Implementation	'For the purposes of the policy on larger-scale development in paragraph 22, this applies only to plans that have not reached Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (pre-submission) stage at the point this version is published (for Spatial Development Strategies this would refer to consultation under section 335(2) of the Greater London Authority Act 1999).'	New NPPF policies will only apply to plans that have not yet reached Reg 19 stage of consultation where the plan is proposing larger scale development as described in Para 22.
222	Updated text- Annex 1 Implementation	'The Housing Delivery Test will apply the day following publication of the results, at which point they supersede previously published results. Until new Housing Delivery Test results are published, the previously published result should be used. For the purpose of footnote 8 in this Framework, delivery of housing which was substantially below the housing requirement means where the Housing Delivery Test results: a) For years 2016/17 to 2018/19 (Housing Delivery Test: 2019 Measurement, published 13 February 2020), indicated that delivery was below 45% of housing required over the previous three years; b) For years 2017/18 to 2019/20 (Housing Delivery Test: 2020 Measurement, published 19 January 2021), and in subsequent years indicate that delivery was below 75% of housing required over the previous three years.'	Updated clarification on the Housing Delivery Test. Indicator for delivery below 25% over the previous three years has been removed from this paragraph. Unclear why or what the implications of this are???
Annex 3	New Annex- Flood Risk Vulnerability Classification	Two page Annex added at the end of document	New Annex listing the vulnerability of different types of development to flood risk from 'Highly Vulnerable' to 'Water Compatible Development'.

Committee date	Tuesday, 27 July 2021
Application reference Site address	21/00765/OUTM Watford General Hospital Vicarage Road Watford WD18 0HB
Proposal	Outline application with all matters reserved for demolition of hospital buildings and construction of an Emergency Care hospital (Use Class C2), with up to 1,000 beds and up to 120,000m2 floorspace, an energy centre, and ancillary retail units, including associated access and landscape improvements
Applicant	West Hertfordshire Hospitals NHS Trust
Agent	BDP
Type of Application	Major Outline Application
Reason for committee Item	Major Outline Application
Target decision date	24.08.2021
Statutory publicity	Site notice, paper advertisement and neighbour letters
Case officer	Alice Reade, alice.reade@watford.gov.uk
Ward	Vicarage

1. Recommendation

a. Subject to the satisfactory conclusion of negotiations to secure further sustainable transport measures under s106 by no later than 27th October 2021 Outline Planning Permission be granted subject to the conditions and S106 heads of terms detailed in section 8 of the report.

b. That the Head of Planning and Development be given delegated authority in consultation with the Chair of Development Management and the Portfolio Holder for Planning to conclude the negotiations and agree the further sustainable transport measures to be included in the s106.

c. In the event that the further sustainable transport measures have not been agreed by 27th October 2021 that Outline Planning Permission be refused for the reason that the development would not include sustainable transport measures to support future staff, patients and visitors and would have an unacceptable highway impact, contrary to paragraphs 108, 109 and 110 of the NPPF, Policy 5 of Hertfordshire County Council's Local Transport Plan 2018-2031 and policies T3 and T5 of the Watford Local Plan Core Strategy.

2. Site and surroundings

2.1 ***Application Site***

The 3.67 hectare application site is located within the southern part of the existing Watford General Hospital (WGH) site in the west of Watford. The site includes a number of existing hospital buildings ranging from two to four storeys in height and comprising surge units, Ambulatory Care Unit (ACU), Cytology, Pathology, NEQAS, Boiler House and Estates. The majority of the application site comprises WGH visitor pay and display car park and staff overflow car park. The site also includes part of the recently consented Multi-Storey Car Park (MSCP) to the east.

2.2 The application site includes significant typography changes with ground levels falling from the north to the south by approximately 10m across the site, including a section of approximately 1:12 fall in the centre of the site.

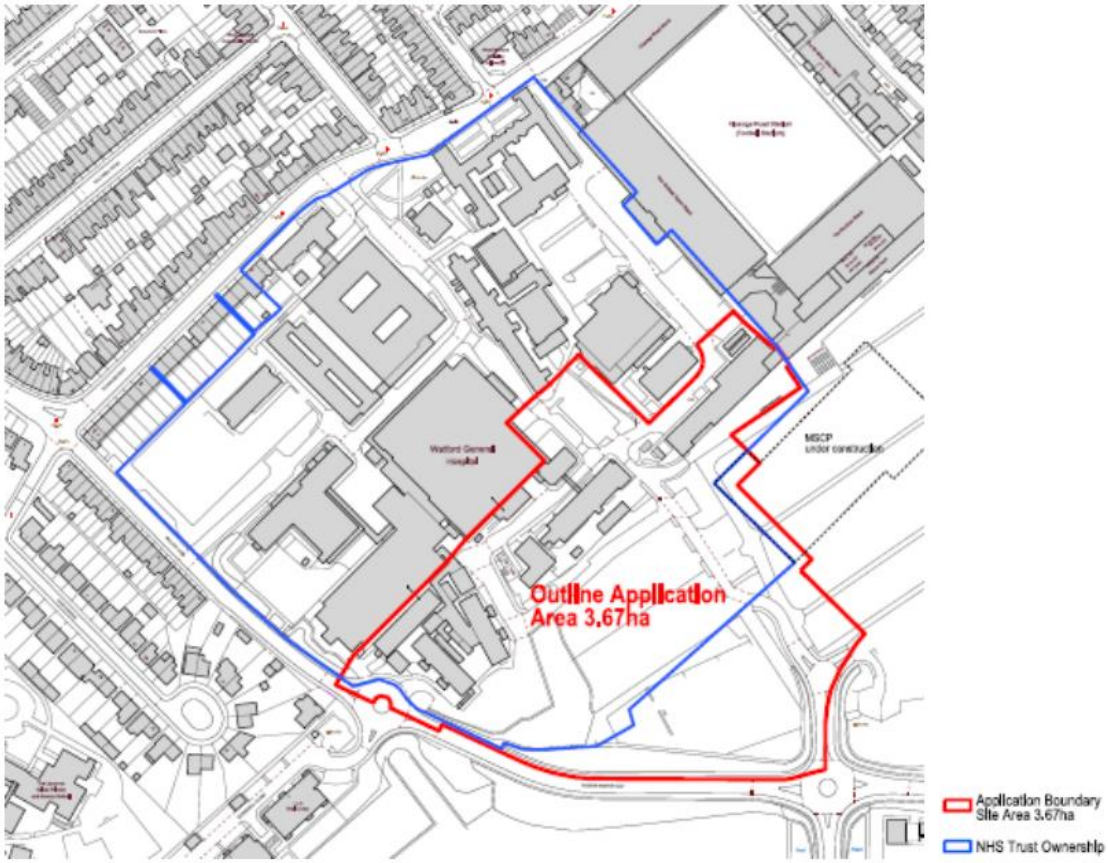


Figure 1: Application site boundary (Figure 2.1 of Planning Statement)

2.3 ***Existing Watford General Hospital Site***

The application site, outlined in red on figure 1 above, is part of the wider site owned by the West Herts Hospital NHS Trust, as outlined in blue, and currently comprises the buildings of Watford General Hospital. The full existing hospital site is approximately 7.5 hectares in area comprising 62,000sqm (GIA) of clinical and non-clinical uses located across eighteen buildings.

2.4 Buildings on site vary from two to seven storeys in height. With the exception of the Grade II Listed Administration building at the north of the WGH site, the buildings are considered to be of limited architectural interest or value and it is noted from the submission that the buildings and landscaped areas of the site are in poor condition aesthetically and operationally.

2.5 Public vehicular access to the site is from Vicarage Road to the north and from Thomas Sawyer Way to the South. Ambulance access is via a restricted section of road between Thomas Sawyer Way and Willow Lane to the west. The existing site contains 723 car parking spaces with an additional 888 car parking spaces on the Cardiff Road site / overflow parking areas beyond the existing site (1,611 existing car parking spaces total).

2.6 ***Surroundings***

North

Immediately to the north and north-west of the application site are the existing WGH buildings, including the Grade II Listed Administration block to the north. Vicarage Road to the northeast of the existing hospital includes predominantly two storey Victorian terraced housing including on its southern side backing onto the existing hospital site. On the opposite side of Vicarage Road to the north is 'The Square' Conservation Area. The north east of the existing hospital campus is bound by the Watford Football Club Stadium and associated residential units (Stadium Way) to the south of the stadium.

2.7 East

To the immediate east of the application site is the consented Multi-Storey Car Park (MSCP) which is currently under construction to provide 1290 hospital parking spaces for staff, patients and visitors and is to replace the existing on-site parking. Also to the east is the recently consented residential development of known as 'The Avenues' and further land forming part of the wider Riverwell regeneration project with planned future mixed use development to include a primary school.

2.8 South

Immediately to the south of the application site is Thomas Sawyer Way. Beyond this the typography continues down to the River Colne and residential developments including the 'Mayfield' retirement village and 'Waterside' flatted developments of up to 10 storeys in height.

2.9 West

To the south-west of the site is the restricted section of Thomas Sawyer Way (emergency vehicles and buses) which adjoins Willow Lane to the west and

access to the flatted development of 'Woodlands'. Willow Lane and Rose Gardens to the north consist of 2 storey terraced and semi-detached housing.

2.10 ***Site designations***

The application site is subject to the following planning/technical designations:

- Special Policy Area 3 (SPA3) of the Local Plan Core Strategy
- Flood Zone 1
- Part Inner (Zone 1) and Part Outer (Zone 2) Ground Water Source Protection area, designated by the Environment Agency

2.11 The site is also subject to the following designations within the Final Draft Local Plan:

- Core Strategic Development Area (CDA2.3 Colne Valley)
- Allocated Mixed Use Site (MU21 - Land at Riverwell)
- Transport Improvement Area

2.12 No part of the application site is occupied by designated or non-designated heritage assets.

3. Summary of the proposal

3.1 **Proposal**

3.2 The application seeks outline planning permission (all matters reserved) for demolition of existing hospital buildings and construction of an Emergency Care hospital (Use Class C2), with up to 1,000 beds and up to 120,000m2 floorspace, an energy centre, and ancillary retail units, including associated access and landscape improvements. The anticipated staff number is c.2,700, approximately 500 more than existing.

3.3 As an outline application with all matters reserved, the application only seeks approval for the principle of the development within the parameters and principles as defined in the 2 'control documents' as follows:

- **Parameter Plans-** Set the maximum building footprint, maximum building heights, site access, pedestrian routes, hierarchy of building frontages and minimum public space provisions
- **Design Code** – Provides a detailed set of design principles that are to be applied to the development

3.4 The four Parameter Plans proposed are:

- Development Plot (WHHT-BDP-WGH-00-DR-T-20000 - C01)
- Maximum Height (WHHT-BDP-WGH-00-DR-T-20002 - C01)

- Access and Movement (WHHT-BDP-WGH-00-DR-T-20003 - C01)
- Frontages and Space (WHHT-BDP-WGH-00-DR-T-20004 - C01)

3.5 The Parameter Plans and Design Code are accompanied by a suite of supporting reports and indicative plans for the scheme and illustrative plans for the wider masterplan area as follows:

- Indicative Hospital Plans and Sections
- Illustrative Masterplan
- Planning Statement
- Design and Access Statement
- Townscape and Visual Impact Assessment
- Transport Assessment
- Framework Travel Plan
- Framework Construction Management Plan
- Framework Delivery and Servicing Plan
- Sustainability Statement
- Energy Statement
- Flood Risk Assessment and Outline Drainage Strategy
- Preliminary Ecological Assessment
- Utilities Assessment
- Air Quality Assessment
- Noise Statement
- Ground Conditions and Contamination Risk Assessment
- Statement of Community Involvement
- Archaeological Desk Based Assessment
- Arboricultural Survey and Impact Assessment
- Pedestrian Level Wind Microclimate Assessment
- Framework Car Park Management Plan

3.6 The plans, drawings and graphics of the 'Indicative Scheme' and 'Illustrative Masterplan' are not themselves for approval. These are indicative only to illustrate an indicative development achievable within the Parameter Plans and Design Code proposed.

3.7 The final development design matters are reserved for later determination in respect of:

- **Appearance** - the aspects of the development which determine the visual impression the development makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;
- **Access** - the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and

circulation routes and how these fit into the surrounding highway network;

- **Landscaping** - the treatment of land other than buildings for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated, including soft and hard landscaping, earthworks, public art and boundary treatment;
- **Layout** - the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development; and
- **Scale** - the height, width and length of each part of the building proposed within the development in relation to its surroundings.

3.8 Accordingly, outline planning permission may be understood as determining the principle for granting permission with the detail being assessed through the five reserved matters, together with any conditions and s106 obligations attached to the permission, and within the limitations of the two 'control documents'.

3.9 A Screening Opinion request for the proposed development was submitted in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The Councils response, dated 27th May 2021, determined that an Environmental Impact Assessment was not required for the development in accordance with the aforementioned legislation.

3.10 **Conclusion**

3.11 The application has been submitted in outline form with all matters reserved for subsequent approval. The application therefore seeks approval for the principle of the development, in accordance with the Parameter Plans and Design Code, and with additional information provided in the illustrative scheme and supporting documents. A detailed scheme will be required to be submitted in a future reserved matters application to include final details of (a) appearance; (b) access; (c) landscaping; (d) layout and (e) scale.

3.12 The proposed development of the hospital on this site, with ancillary retail and infrastructure, is as designated in local policy for this area including SPA 3 of the Core Strategy. Acknowledging that the existing hospital is lacking in its amenity, access and clinical quality, the principle of new healthcare development on this site is fully in accordance with local and national planning policy to support healthcare needs of Watford and wider communities including paragraphs 11 and 92b of the NPPF, Watford District Plan 'saved'

Policy CS9 (Health Provision) and Core Strategy Policy SS1, Special Policy Area 3 (SPA3) and Strategic Objective 4.

3.13 As well as providing clinical and healthcare enhancements, as set out within the Parameter Plans and Design Code, the development will see significant improvement to the existing site in respect of layout, connectivity, design, public realm, landscaping and environment. The building, of up to 16-17 storeys (up to 82.46m above ground) would be notable in height to achieve the floorspace required for the new acute hospital within the site area available. This approach is, however, justified by the high quality strategy relating to height, massing and design as set out in the Design Code and further justified in respect of the very significant public benefit it provides for residents of Watford and South-west Hertfordshire. The height and design will also have merit in creating visibility to the important civic building within the new urban quarter of the town and within the wider townscape, whilst not creating harm to sensitive or heritage views. The indicative scheme and design principles have been well received by the Watford Place Making Panel at two design review sessions, the reports of which are annexed to this report. The envisaged scale and design of the development and the layout and principles for the public realm and surrounding spaces are therefore found to be in accordance with paras 91, 122, 124 and 127 of the NPPF, Policy UD1 of the Core Strategy and Draft Policies QD6.1 (Design for an Attractive Town), QD6.2 (Design Principles), QD6.3 (Public Realm), QD6.4 (Building Design) and QD6.5 (Building Height) of the Final Draft Local Plan.

3.14 The new access arrangements divert traffic from Vicarage Road to the purpose built new hospital road to the south, Thomas Sawyer Way. These changes would not create adverse impact to the highway network in respect of increased traffic or local junctions. The new hospital would be served by the provision of 1694 car parking spaces, including in the new adjacent Multi Storey Car Park. The development includes some enhancements to the sustainable transport options for the site and wider area, improving connectivity, accessibility and infrastructure, however minimising the need for further car parking seeks to effect a change in travel behaviour away from private vehicles to healthy and sustainable travel modes. The sustainable transport principles for cycling, walking and public transport are welcomed however improvements to these routes are required to support the transport strategy of the development. Negotiations of these improvements is ongoing between the applicant, WBC and HCC and the recommendation reflects this position. Subject to the securing of appropriate transport improvements to support the development, the development would be fully in accordance with the sustainable transport and highways objectives of paragraphs 108, 109 and 110 of the NPPF, Policy 5 of Hertfordshire County Council's Local Transport

Plan 2018-2031, Policies T2, T3 and T5 of the Core Strategy and Chapter 11 and Policy ST11.3 of the Final Draft Local Plan.

3.15 As detailed in the supporting information, the proposed development would not give rise to adverse environmental impacts within the site, or surrounding residential areas. The development would secure notable environmental benefits in respect of biodiversity, energy and sustainability improvements with a welcomed predicted score of BREEAM 'Excellent' standard. Operationally, the proposals would allow for the existing hospital to continue whilst construction of the new hospital is undertaken. Measures to consider and mitigate impacts of the construction to the staff, patients and visitors of the existing hospital are included and secured by condition. The development can therefore be secured to be in accordance with the environmental objectives of the NPPF, Chapters SD1 and SD 3 of the Core Strategy and Chapter 8 of the Final Draft Local Plan.

3.16 The proposed development, as set out within the Parameter Plans and Design Code, is found to be in accordance with local and national planning policy and is recommended for approval. It is noted that the outline permission provides some flexibility for the final design of the scheme, however, the Design Code secures the principles to achieve high quality design in respect of the layout, massing, design and access. A robust set of conditions secure full details, implementation and delivery of key elements of the scheme and the S106 heads of terms secure other measures for improvements and mitigation to secure a successful and high quality new hospital development.

4. Relevant policies

4.1 Members should refer to the background papers attached to the agenda. These highlight the policy framework under which this application is determined. Specific policy considerations with regard to this particular application are detailed in the appraisal of the main considerations 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) and is included within Special Policy Area SPA3 of the Core Strategy.

5.2 On 6th January 2015, a hybrid planning application for the new Health Campus masterplan (excluding the former allotment site) was approved as follows:

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 (circa 40,000m2) 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 The approved outline permission was not implemented and proposals for different parts of the area have proceeded under independent full planning applications.

6. Main considerations

6.1 As an outline application with all matters reserved, the application does not propose a fully detailed development for full planning permission. The proposed extent of the development is, however, detailed within the application description, Parameter Plans and Design Code and is assessed accordingly.

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

(a) Land Use
(b) Scale and Design
(c) Public Realm
(d) Highways and Transport
(e) Environmental Considerations

6.3 <u>(a) Land Use</u>

6.4 The National Planning Policy Framework (NPPF) sets a presumption in favour of sustainable development (paragraph 11) with a core principle to '*support strong, vibrant, healthy communities*' (paragraph 8b). Paragraph 92b of the NPPF states that proposals should take into account and support the delivery of local strategies to improve health. National level planning policy therefore strongly supports the principle of health related development.

6.5 At the local level, District Plan 'saved' Policy CS9 (Health Provision) states that development proposals providing health care facilities will be acceptable in principle where they are to be located on 'existing sites or adjacent to existing premises providing health care or social services'.

6.6 Strategic Objective 4 of the Core Strategy seeks to improve the health and wellbeing of Watford's residents by making improvements to Watford General Hospital, providing an enhanced range of medical and health facilities, and enhancing access to healthcare. This is reinforced in Policy SS1 (Spatial Strategy), which sets out the key spatial objectives for the borough, and designates the Health Campus Special Policy Area (SPA3) for a mix of uses including a new hospital and local shops.

6.7 Policy SPA3 itself designates the area for a major mixed use development project providing a new quarter for west Watford, with a significantly enhanced new major acute hospital providing new facilities for staff and patients identified as the catalyst. Policy SPA3 also identifies a requirement for local shops to serve the needs of the healthcare development and support the surrounding area and residential quarter.

6.8 It is further noted that the previous outline application (ref 14/00511/OUTM) approved January 2015, included outline planning consent for a hospital redevelopment at this site, further establishing the principle for the development now proposed.

6.9 The proposed development of the hospital on this site, with ancillary retail and infrastructure, is fully in accordance with national and local policy for healthcare provision. The land use is the envisaged development for this area as designated in local policy for this area including Policy SPA 3 of the Core Strategy and Policy CDA2.3 (Colne Valley Strategic Development Area) of the Final Draft Local Plan. Acknowledging that the existing hospital is lacking in its amenity, access and clinical quality, the principle of new healthcare development on this site is strongly supported in local and national planning policy to support healthcare needs of Watford and wider communities in South-west Hertfordshire.

6.10 <u>(b) Scale and Design</u>

6.11 At the national level, NPPF Paragraph 124 states that the 'creation of high quality buildings and places is fundamental to what the planning and development process should achieve'. Paragraph 122 of the NPPF states that decisions should support development to make efficient use of land whilst

taking into account the securing of well-designed, attractive and healthy places.

6.12 Locally, Policy UD1 of the Core Strategy sets out criteria to consider in achieving high quality design for new development and states that development should create high quality new places and should respect and enhance the character of its area. Draft Strategic Policies QD6.1 (Design for an Attractive Town), QD6.2 (Design Principles), QD6.4 (Building Design) and QD6.5 (Building Height) of the Final Draft Local Plan also continue the local level requirement for high quality design.

6.13 Specific to the Health Campus site designation, Core Strategy Policy SPA3 (Health Campus) states that new development should be of high quality design making the most of opportunities for energy conservation, renewable energy provision and water recycling. The Final Draft Local Plan Strategic Policy CDA2.3 (Colne Valley Strategic Development Area) designates the site to '*facilitate transformative and co-ordinated change around the River Colne and Lower High Street area, producing a sustainable and mixed-use urban quarter of high quality design and place making, excellent connectivity and a diverse range of uses'.*

6.14 The submitted Parameters Plans allow for a hospital building of up to 17 storeys or c.82 metres tall, within a footprint of 3.67 hectares, defining the maximum acceptable building envelope. The Height Parameter plan defines three levels as follows:

- Northern building c.16-17 storeys, up to 82.46m above ground/+150m AOD
- Southern building c.10-11 storeys, up to 57m above ground/+112 AOD
- Western building c.6 storeys, up to 32.7m above ground/+90 AOD
- Cycle centre building c.4-5 storeys up to 22.5m above ground/+80 AOD

6.15 *Height and skyline*

The proposed development height would be a notable increase to that of the existing hospital buildings and to buildings in West Watford. It is, however, noted that this height is necessary to create the floorspace needed to consolidate hospital services onto the parcel of land available and to create an efficient and sustainable new hospital with the necessary clinical adjacencies. In general terms, the height and resultant prominence of the building is considered to be appropriate in principle, in recognition of the important civic nature of the building. With consideration to Draft Policy QD6.5 (Building Height) of the Final Draft Local Plan, it is considered that the height is justified

by the significant public benefits that the development will provide and other environmental and sustainability benefits it will secure.

6.16 The Impact of the appreciably greater height for this site is considered in the submitted Townscape and Visual Impact Assessment. This study has identified key views in the townscape and has assessed the potential impact of a development of the maximum parameters and as shown in the Indicative Scheme as a reasonable worst case scenario. In sensitive townscape views, including views from the Square Conservation Area and in the setting of the Grade II Listed Administration block, the views show that the impact of the indicative development is negligible and there would be no harm to designated heritage assets. In some views and the townscape skyline the indicative development is seen to have some beneficial impact in corresponding and balancing the height of the Riverwell developments to the south and creating a landmark building and cluster. In some views, it is seen that the impact would be categorised as 'moderately adverse' including View 6 – Jellicoe Road/Hodges Way and View 9 – Hampermill Lane. These views are, however, considered to be less sensitive with no key townscape role and containing no conservation areas or heritage assets.

6.17 Overall, the Visual Impact Assessment identifies that the height approach is successful in locating height at the lowest level of the existing WGH site for its topographical capacity to absorb potential impact on townscape. The height creates benefits in many views in creating a focal building and in creating a cohesive skyline with the surrounding Riverwell developments. The Townscape Visual Impact Assessment also concludes that the design principles set in the Design Code will create an acceptable approach to the height and massing as mitigation to the height impact.

6.18 The successful approach to the height is illustrated in the Maximum Building Height Sections of Figure 11 of the Design and Access Statement. Specifically that the maximum podium level height for the building (c.10-11 storeys) would correspond to the heights of Riverwell residential developments to the south. The stepping down of the western side of the building to c.6 storeys would relate to the lower height buildings to the west. The maximum 4 storey height for the cycle store building to the east would sit comfortably adjacent to Vicarage Road stadium and the MSCP. The upper point of the height in the northern section of the site would allow for future development on the existing WGH site to step down in height towards the 2 storey Vicarage Road context. The arrangement of height and the linear arrangement of the three 'fingers' would follow and articulate the topographical situation of the site and 'face' the building down to the Colne Valley.

6.19 *Massing and Design Principles*
The height of the building within the maximum height parameters has been defined into appropriate massing as detailed in the control documents. The Maximum Height Parameter plan defines how much of each building (by percentage) can be up to the maximum height parameter for that section. The Design Code (section 5.2) defines the massing arrangements within that height. The scale and massing will be defined by splitting the north and south buildings into two distinct urban blocks separated by an urban street and connected by glazed bridge links at each level. On the northern building, the tallest elements will form 3 'fingers' above the podium level linked by recessed and glazed bridges. To further reduce the perception of height and mass from the ground level, the building line will be set back at the podium level, and the finger blocks will be clearly articulated as separate elements, with varying heights to avoid the building appearing as a single mass.

6.20 The further design principles of section 5.3 of the Design Code detail how the final design will achieve a high quality roofscape, with setbacks and design solutions for plant and flues. Section 5.4 details how the façade arrangement of the final design will include a 'top, middle and bottom' to further break down the massing of the building and follow good building design principles. The façade will include uniformity to the building along with vertical emphasis and detailing. The stated percentage ranges for glazing ensure that the facades would have the appropriate transparency, particularly at ground floor where active frontages are sought.

6.21 The connections and entrances into the building are identified in the Parameter Plan for 'Connections and Access'. The Parameter Plan for 'Frontages and Spaces' sets the hierarchy for the building frontages. The key entrances to the building would be from the south from a car pick-up and put-down area (PUDO) and from the east where an entrance will lead from the public realm into the 'Hospital Street' within the gap between the north and south buildings. Other entrances into and between buildings include via bridge links which are detailed in section 5.6 of the Design Code to have maximum transparency.

6.22 The design principles for the two ground floor entrances are further defined in Section 5.5 of the Design Code to include legible entrance features, active ground floor uses and frontages. The detail is particularly important for the success for the PUDO entrance, which is within an undercroft area, to ensure this will be welcoming and legible as an entrance at all times. The role of active and secondary frontages of the buildings are detailed in section 5.5 to create positive interrelationships with the public realm.

6.23 In conclusion for matters of scale and design, it is found that the strategy for the massing and design of the development, as detailed in chapter 5 of the Design Code would offer a framework for a well designed and attractive civic building. Although the building would be a substantial and prominent building, this would be appropriate in respect of its impact to the skyline and townscape and would justified for the important civic nature of the building and to ensure it provides the significant public benefits of a new hospital. The principles for the design, including the approaches to massing definition, façade treatment and entrances would allow for a good relationship of the tall building with street level and the surrounding area. The principles of chapter 5 of the Design Code would also secure a high quality of design required for a building of significant height and massing to ensure it is a positive addition to the site, surroundings and wider townscape. The indicative scheme and design principles have been well received by the Watford Place Making Panel at two design review sessions, the reports of which are annexed to this report. A development within the Parameter Plans and Design Code would be achievable as a high quality designed building compliant with paras 122 and 124 of the NPPF, Policy UD1 of the Core Strategy and Draft Policies QD6.1 (Design for an Attractive Town), QD6.2 (Design Principles), QD6.4 (Building Design) and QD6.5 (Building Height) of the Final Draft Local Plan.

6.24 <u>(c) Public Realm</u>

6.25 Paragraphs 91 and 127 of the NPPF require planning decisions to achieve accessible, inclusive and safe places. In delivering high quality design, Policy UD1 of the Core Strategy sets design principles for development including connectivity, ease of movement, legibility, flexibility, inclusive design and a high quality public realm for all users.

6.26 Final Draft Local Plan Policies QD6.1 (Design for an Attractive Town), QD6.2 (Design Principles) and QD6.3 (Public Realm) require proposals to provide a high quality public realm that is interesting and which people can easily interpret and use. Policy CDA2.3 (Colne Valley Strategic Development Area) designates the site to provide a *sustainable and mixed-use urban quarter to include high quality place making and excellent connectivity.*

6.27 *Building Access and Connectivity*
As detailed, the parameter plans for 'Connection and Access' and 'Frontages and Spaces' propose two access points areas into the buildings at ground floor being from the south, from the car pick up and drop off area (PUDO), and from the east into the enclosed 'Hospital Street'. Bridge links also provide access directly from the MSCP into the buildings and a potential link to other hospital building to the north-west. The ground floor southern entrance would

be intuitively from the PUDO and allow direct access into the southern hospital building.

6.28 The ground floor eastern entrance would be from a new pedestrian public route, designated in the parameter plans as running from the north-west to the south-east of the site and referred to as the 'Green Spine'. As detailed in section 6.1 of the Design Code, this creates an important new route to access the hospital but also allow for wider connectivity between Vicarage Road and Thomas Sawyer Way.

6.29 This connectivity of the eastern entrance to wider routes is, however, presented with a significant challenge in the ground level changes from north to south. Stepped access would be created in this area as it would not be possible to incorporate an accessible ramp without dominating the public realm, however, it is vital that step free access is also available for all users. Section 6.2 of the Design Code sets the key principle that 24 hour step free public access it to be created along this route. This is illustrated to be achieved through a 'Board walk' at the north of the site which links to the lift core of the MSCP at its north-west corner. This would then allow level access via a bridge link into the hospital or allow step free access via the lifts down to ground level of the Green Spine, level also with the eastern entrance to the Hospital. The lower gradient of the southern end of the 'Green Spine' would allow for a series of ramps in the landscaping to continue south.

6.30 This arrangement for the northern area is not ideal and the approach to the board walk initially takes step-free users approaching the hospital away from its building and their destination. The route relies on a series of internal spaces to reach the entrance or to allow continuation of the journey south. It is, however, noted that this is a challenging route and gradient to resolve, particularly as the clinical need does not allow for an entrance into the northern corner of the hospital building. It is further noted that section 6.2 of the Design Code includes a series of design principles to define this route to be as legible and as intuitive as possible. The 24-hour access to the MSCP core is also recommended to be secured by condition on the outline permission to secure its role in the route.

6.31 Fundamentally, it is considered that the proposed route serves as a significant improvement on the current situation where the gradient and surface conditions of the routes north/south across the site are unaccommodating for step free users. The strategy for the solution as detailed in the Parameter Plan and Design Code are therefore considered to create an appropriate solution for the site.

6.32 The connectivity of the route within the site is, however, constrained by the northern boundary of the application site which does not continue the route up to Vicarage Road which is a further distance of 140m to the north-west. This route is, however, critical to connect the 'Green Spine' route through the site to the wider area and create an accessible link to bus services and walking/cycling routes along Vicarage Road. It is noted that this route may be intended to be retained and enhanced in future developments of the hospital land, however, it would be an essential requirement from first occupation of the new hospital. It is therefore recommended that this route is secured by S106 agreement to be retained for pedestrian and cycle access at all times, with details of the route to be provided and agreed by the Local Planning Authority. Whilst it is accepted that this route may be of a more temporary nature in the short-term, pending any future development of the remaining hospital land, it will need to be permanently secured as part of any future scheme.

6.33 Within the parameter plans for 'Connection and Access' and 'Frontages and Spaces', additional connectivity is included for ambulance access and entrance to the east and servicing access and entrances to the south. These would be appropriately positioned in relation to the highway and building envelope to allow for functional use. The 'Ambulance Street' to the north would not seek to provide wider connectivity east to west, with public pedestrian movement discouraged, however, this route is not linking key destinations and the main desire lines along the 'Green Spine' and Willow Lane would be prevalent.

6.34 *Key Spaces*

As detailed in the 'Scale and Design' section of this report, the principles for the building massing and design within chapter 5 of the Design Code seek to create a positive inter-relationship between the buildings and these new key spaces around them. Further detail of the principles for these spaces are detailed in chapter 6 of the Design Code and the series of key spaces are as follows:

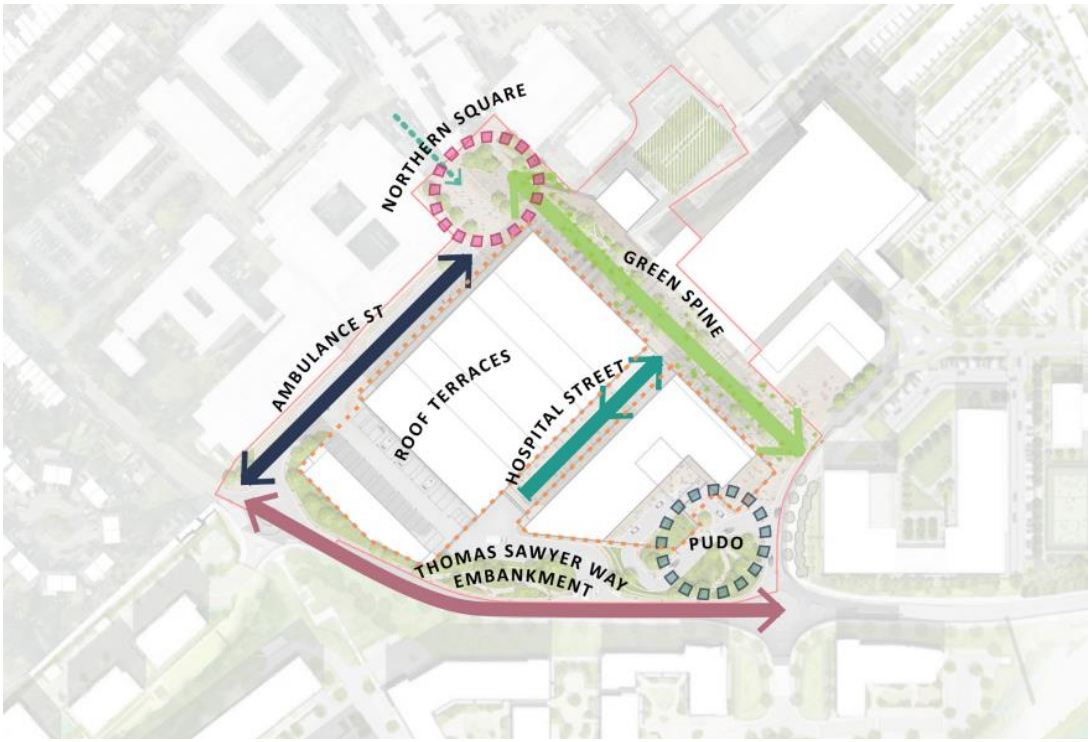


Figure 2: Key Spaces (Design Code, Figure 23)

6.35 *Northern Square*

The northern corner of the site will form the arrival area for pedestrians and cyclists arriving from the town centre and bus routes from the north, via Vicarage Road, with the northern corner of the building being a key focal point in the view down to the site and in this square. This corner of the hospital building is not shown to include an entrance and would not be an active frontage. It is, however, identified in section 5.5 of the Design Code to include visual interest and wayfinding. The landscaping of the route in accordance with section 6.2 of the Design Code would add to this legibility and waymark the route. This space also has great potential for further activation to its west, north and east as future phases of the hospital site come forward.

6.36 *Green Spine*

As detail in the section of 'Building Access and Connectivity' the 'Green Spine' is a critical functional route through the site and to the hospital and will be a significantly important element of new public realm. Sections 5.5, 6.2, 6.3 and 6.6 of the Design Code offer strong principles to ensure that this space is designed as a space which allows connectivity and also invites people to dwell within it. Opportunities for 'spill out' from the active frontage of the hospital will be included along with high quality hard and soft landscaping.

6.37 The proposed bridge links across the 'Green Spine' from the MSCP would have the potential to dominate this space, block views and undermine legibility. The position of this link, to the north of the hospital entrance, is however,

secured within the Parameter Plan for 'Connections and Access' where the visual impact is minimised. Section 5.6 of the Design Code also sets clear principles for the transparency of the bridge links and a minimum height of 5m clear of ground level. It is also noted that the functional element of this bridge link is intended to connect the MSCP directly to the Emergency Department and as such, the limited impact is considered justified.

6.38 *Hospital Street*

The gap between the north and south buildings will create an external but enclosed 'Hospital Street' to serve as an extended entrance sequence with circulation opportunities. The facades of the buildings and bridge links between them would create significant enclosure to this area, however, this also creates 'protection' for users as they circulate the hospital facility. The Parameter Plan for 'Frontages and Space' include active frontage within this area and the principles within sections 5.5 and 6.2 would secure a well designed space with shade tolerant planting. The route would not continue to the west, however, as it is not considered that this is required.

6.39 *PUDO Area*

The vehicle entrance to the PUDO is at the southern corner of the site, into a focal point of the building where it fronts the junction with Thomas Sawyer Way. The building would therefore create some legibility to this area. The requirement for surface access to sewers running across this section of the site does, however, necessitate a recessed ground floor with deep undercroft where the building extends over the vehicle access.. This recessed entrance at ground floor could potentially create a shaded and oppressive space with poor amenity. The Design Code for the building design (section 5.5) and the landscaping (section 6.2) set out a robust set of principles for the design of this space to include wide footways, active frontage, high quality lighting and clear legibility through soft and hard landscaping. This would therefore enable a welcoming and legible space and entrance sequence to be created.

6.40 *Thomas Sawyer Way Embankment*

The south west side of the building offers only a secondary frontage onto Thomas Sawyer Way and includes the facilities entrance to the building. The embankment along Thomas Sawyer Way will, however, create an opportunity for a 'green buffer' between the hospital and surrounding developments. As detailed in section 6.2 of the Design Code, the ground level changes, footpath and rich planting of this area will create significant amenity and biodiversity enhancements.

6.41 *Ambulance Street*

As detailed in the 'Building Access and Connectivity' section, the 'Ambulance Street' is a functional space that is not intended to provide east to west connectivity. As detailed in section 6.2 of the Design Code, public pedestrian movement would discouraged. The landscaping design will need to clearly define the role of this space whilst also creating a well-designed, safe and amenable space for its function.

6.42 *Roof terraces*

The creation of a series of roof terraces and podiums within the development create exciting opportunities for outdoor spaces for staff, patients and visitors to use and enjoy and which would secure the development vision of being a 'healing' environment. As detailed in section 6.2 of the Design Code, the spaces will be accessible and visible from internal spaces. Set-backs from the building edge and wind mitigation measures will help to create comfortable and useable spaces.

6.43 Landscaping

Detailed matters for Landscaping are a reserved matter for later submission and assessment however the outline application includes a comprehensive indicative strategy for how this will be approached. Chapter 6 of the Design Code details high quality and well thought out design principles for the landscaping of the 'Key Spaces and Public Realm' of the scheme. Hard landscaping will include walkways, routes, public seating and areas for 'spill out' activities from the buildings. The landscaping will include permeable paving and create SUDs opportunities. Soft landscaping of trees, plants and lawns will be designed to create 'character zones' of the key spaces, significantly enhancing the amenity, ecology and biodiversity of the area. The use of public art, lighting, materials and furniture are detailed in sections 6.6, 6.8 and 6.9 of the Design Code and will further add to the high quality, functionality and amenity of the new public realm.

6.44 In conclusion, in respect of the public realm, it is identified that the spaces in and around the buildings, as shown in the parameter plans, create opportunities for high quality public realm to create positive, safe and well connected spaces. The creation of roof terraces within the development will further create exciting opportunities for high quality spaces for staff, patients and visitors to use and enjoy which would secure the development vision of being a 'healing environment'. The arrangements and principles set out for access, building design and landscaping in the Design Code seek to create well defined, legible and inclusive spaces for connectivity, and public use and enjoyment pursuant to Policy UD1 of the Core Strategy and Final Draft Local Plan Policies QD6.1, QD6.2, and QD6.3 . The critical new step free route from north to south, through the site and beyond, is secured within the Design

Code and through conditions and the S106. This significantly enhances the quality and legibility of this connection for the hospital and wider Riverwell area to the south, pursuant to Policy SPA3 of the Core Strategy and Policy CDA2.3 (Colne Valley Strategic Development Area) of the Final Draft Local Plan.

6.45 (d) Highways and Transport

6.46 At the national level, the NPPF paragraphs 108 and 110 require development to:

- promote sustainable transport modes;
- provide safe and suitable access for all users;
- allow efficient delivery of goods and access by services and emergency vehicles;
- ensure any new parking provision provides electric charging for vehicles; and
- demonstrate that any impacts from the development on the transport network or highway safety can be mitigated to an acceptable degree.

6.47 NPPF paragraph 109 further states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.48 At the county level, Hertfordshire County Council's Local Transport Plan 2018-2031 (LTP4) (May, 2018) aligns with the requirements set at national level in the NPPF.

6.49 Local level policies align with the national and county objectives, with Core Strategy Policy T2 (Location of New Development) requiring new development to be located in close proximity to sustainable transport nodes, and within 400m of a bus stop where a frequent bus service operates. Core Strategy Policies T3 (Improving Accessibility) and T5 (Providing New Infrastructure) also require development to provide access for people with disabilities and to follow the sustainable transport modal hierarchy providing improved links with neighbourhood centres and the town centre. Chapter 11 of the Final Draft Local Plan sets out principles for achieving a sustainable transport town and Policy ST11.3 seeks for sustainable transport infrastructure for major development.

6.50 Hertfordshire County Council's Local Transport Plan 2018-2031 (LTP4) (May, 2018) aligns with the objectives set out at national level in the NPPF. Policy 5 (Development Management) also identifies that HCC would seek to secure

developer mitigation measures to limit impacts of development on the transport network.

6.51 The Transport Assessment submitted with the application sets out an assessment of the current highway situation, details the transport strategy for the development, including in respect of access, car parking, trip generation and sustainable transport, and details the potential highway impacts of the development.

6.52 *Highway Impact*

As shown in the parameter plan for 'Connections and Access', vehicles will no longer access the site from Vicarage Road and instead the development approach relies on the new highway Thomas Sawyer Way and the 3 vehicular accesses indicated to the south and south east. Off the as yet unnamed road from Thomas Sawyer Way to the south-east, an access will lead to the PUDO. A separate access from the south will provide access to the facilities block. The existing roundabout between Thomas Sawyer Way and Willow Lane is to be a vehicle 'blue-light' access for ambulances. An additional 4th vehicular access is shown to the north, however, this is identified as being for 'back up' ambulance use only in an exceptional event when other highways are unavailable.

6.53 As identified in the submitted Transport Assessment (TA), the loss of the existing vehicular route through the site and the changes to the traffic access from Vicarage Road to Thomas Sawyer Way would result in a slight re-distribution of traffic on the local highway network. This redistribution of traffic has been assessed as part of this TA, which demonstrates that the proposed hospital would not result in material increase in traffic on local junctions, and in fact the new access arrangements would have the potential for the hospital to lessen its impacts on local junctions within and around Watford town centre (such as The Hornets Gyratory).

6.54 *Car Parking*

Due to the nature of the hospital use, there would be an expectation for many patients and visitors to arrive by car, as well as the need to provide staff car parking, in order to help accommodate shift working. Other than parking for ambulances, servicing and car pick up and drop off, the scheme is not to include additional on-site car parking. The hospital would have access to a total of 1694 car parking spaces available outside of the application site boundary as follows:

- 1290 car parking spaces within the consented MSCP allocated as:
    - 903 hospital staff parking spaces
    - 315 patient and visitor pay and display parking spaces

    - 72 patient and visitor disabled parking spaces
- 404 existing car parking spaces to the north within the existing hospital estate for hospital staff use only.

6.55 As identified in the TA, the car parking spaces adjacent to the site are as approved to serve the staff, patients and visitors of the existing 62,000sqm hospital. The proposed development would see an uplift of up to 58,000sqm to 120,000sqm (18,000 sqm more than previously consented), with the same car parking provision of 1694 spaces. Staff numbers are expected to increase from circa 2200 to circa 2700.

6.56 The justification for this is that the hospital development is including an extensive strategy to improve sustainable transport options and reduce car reliance, as detailed in the Transport Assessment, Planning Statement, Design and Access Statement, Design Code, Framework Car Park Management Plan and Framework Travel Plan, to include:

- Securing appropriate proportions of parking and disabled parking for staff and other visitors.
- Evolving practices for staff home-working
- Provision of cycle storage in accordance with emerging standards
- Improved connection for pedestrians and cyclists within the site
- Step free access through the site
- High quality landscaped public spaces with wayfinding for pedestrians

6.57 The development is therefore seeking to facilitate a shift in transport choices towards sustainable options and this is welcomed in accordance with the sustainable transport objectives of local, county and national planning policy and to achieve the wide benefits for moderating and reducing car journeys for the new development including:

- Reducing traffic on surrounding roads
- Freeing up land on site for other more valuable and sustainable developments
- Reducing impacts to air and noise quality from cars on site
- Wider environmental and health benefits.

6.58 In their comments of 22nd June 2021, Hertfordshire County Council have raised concern to the approach to car parking to this stating:

"Whilst this is broadly welcomed by HCC in the interest of encouraging a modal shift through reducing trip end parking availability, which would be further encouraged through a Workplace Travel Plan, the council does not consider that suitable alternatives to the private car have been provided in the

last mile. Without which there is likely to be an unacceptable impact on parking within the surrounding streets."

6.59 The principle of key measures have been agreed between the Council and the applicants beyond the original submission and are to be included within the S106. Firstly, the connectivity of the site and 'Green Spine' within wider sustainable transport routes is to secured with the requirement for a pedestrian and cyclist route to be maintained from the north of the site up to Vicarage Road. As discussed in the 'Building Access and Connectivity' section of the report, it is critical that this route is available and maintained from the start of the occupation of the new hospital to allow for cyclist and pedestrian connectivity from the town centre and Vicarage Road bus stops down to the new hospital.

6.60 Secondly all parties recognise the need for further sustainable transport improvements outside the immediate site to support the modal shift in transport required to support the development. A number of these further potential options for sustainable transport improvements have been identified in the Transport Assessment. The comments from HCC do recognise that there are opportunities to improve the sustainable transport options stating: *"The council is investigating opportunities for the improvement of the local cycle and bus networks and has identified a number of opportunities."*

6.61 At the time of report publication, discussions in respect of these potential additional S106 matters are ongoing between HCC, WBC and the applicants. It is expected that members will be updated with the suggested Heads of Terms to secure improvements prior to the meeting however, should this not be finalised, the Head of Planning and Development requests delegated powers to conclude these negotiations, in consultation with the Chair of Development Management Committee and the Portfolio Holder for Place Shaping. It is identified that if an appropriate conclusion is not reached in respect of the sustainable transport improvements to support the development, that outline planning permission will be refused because of the lack of sustainable transport measures to support future staff, patients and visitors and the resultant unacceptable highway impact which would be contrary to paragraphs 108, 109 and 110 of the NPPF, Policy 5 of Hertfordshire County Council's Local Transport Plan 2018-2031 and policies T3 and T5 of the Watford Local Plan Core Strategy.

6.62 In respect of the other policy requirements, the maximum car parking standards of the Watford District Plan (appendix A) state that Class C2 hospitals should have a maximum of 1 space per 0.5 beds, or to be decided on individual merits (including a full transport assessment and proposals in a

green transport plan). With the intended provision of 1000 beds, the maximum car parking for the hospital should be 2000 spaces. The planned 1694 spaces within the MSCP and on the existing hospital estate are therefore within the maximum standards for the new hospital and represent 85% of the maximum limit. The provision is therefore compliant with the standards of the Watford District Plan.

6.63 The Final Draft Local Plan does not include a maximum car parking requirement for Class C2 uses in its Appendix E and instead sets out sustainable transport objectives in Chapter 11. As already set out, the development includes substantive sustainable transport improvements.

6.64 *Ambulances and Servicing*
As identified within the 'Access and Movement' Parameter Plan, new dedicated access/egress points would be created from Thomas Sawyer Way at the south and east of the hospital. Subject to submission of full details, these would allow for appropriately positioned accesses and routes for ambulances and servicing vehicles.

6.65 In conclusion, in respect of highway and transport matters, subject to appropriate mitigation to be agreed, the development would not create adverse impact to the highway network in respect of increased traffic overall or at local junctions. The development would include significant enhancements to the sustainable transport options for the site and wider area, improving connectivity, accessibility and infrastructure and avoiding the need for further additional car parking. A Framework Travel Plan has been included with the application and provides an indication of the principles that could be implemented to effect a change in travel behaviour and generate a modal shift from the use of private vehicles to healthy and sustainable travel modes.

6.66 The sustainable transport principles for cycling, walking and public transport to be secured by condition and the further improvements to be secured by S106 would support this approach and are fully in accordance with the NPPF and Policies T3 and T5 of the Core Strategy and Policy ST11.3 of the Final Draft Local Plan.

6.67 <u>(e) Environmental Considerations</u>

6.68 The heart of the NPPF is a presumption in favour of sustainable development (paragraph 11) and states that environmental considerations must be made in respect of:

- Creating safe, inclusive and accessible environments (para 127)

- Minimising energy consumption (para 153)
- Sustainability and climate change impact (paras 150 and 170)
- Flood risk assessment (para 163)
- Sustainable drainage systems (para 165)
- Ground conditions and contamination (para 178)
- Natural environment, habitats and biodiversity (paras 170 and 175)
- Air pollution (para 170)
- Noise impacts (para 180)

6.69 Core Strategy Policy SD1 (Sustainable Design) requires development to adhere to the Hertfordshire Building Futures Guide with measures to minimise use and consumption of energy. Core Strategy Policy SD3 (Climate Change) requires development to maximise energy efficiency and energy conservation in their design, layout and orientation, to reduce overall energy demand. Chapter 8 of the Final Draft Local Plan sets out the Council's emerging strategy for responding to the Climate Emergency Declaration by the Council in July 2019.

6.70 *Energy and Sustainability*
The Energy Statement includes an indicative energy strategy for the proposed development to comprise an all-electric energy solution. Photovoltaic generation is maximised and an all-electric solution for heating, cooling and domestic hot water is adopted using heat pump technology to capitalise on the falling carbon intensity of the UK national grid. This is considered to be a reasonable future scenario in alignment with the proposed Maximum Parameters and Design Code. Furthermore, it is noted from the submitted Sustainability Statement that an initial BREEAM assessment of 75.09% predicted score for the indicative scheme identified is on target to achieve the BREEAM Excellent standard score of 70-85%. As such, the proposed development is considered to meet and exceed relevant policy and guidance on energy generation and consumption and site sustainability.

6.71 *Flood Risk and Sustainable Drainage*
Given the site's location within the Flood Zone 1, the sequential test and exception test for flood risk is not required. The submitted Flood Risk Assessment (FRA) and Outline Drainage Strategy demonstrate that the site has low residual likelihood of flooding, and the proposed outline drainage measures can accommodate surface water runoff as required without increasing the risk of flooding elsewhere. The Design Code sets out positive principles to incorporate drainage within the detailed design. Further assessments and full details will be expected at reserved matters stage and are secured by conditions recommended by the Lead Local Flood Authority.

6.72 *Ground Conditions and Land Contamination*

The submitted Phase 1 Ground Conditions and Contamination Risk Assessment indicate that the risks of contamination release by the development is likely to be low or negligible. Further investigations and any required remediation measures are secured by condition.

6.73 *Archaeology*

An Archaeological Desk Based Assessment details that the site does not contain any heritage or archaeological designations, the site is considered to have a low potential for all past periods of human activity and that previous archaeological investigations in the immediate vicinity have identified no remains of significance. Extensive past, post-depositional impacts across the site can be anticipated to have severely truncated/removed any archaeological remains that may once have been present. As a result, the proposed development is considered unlikely to have a negative archaeological impact and no further archaeological work is considered necessary.

6.74 *Ground water*

The site includes areas within Inner (Zone 1) and Outer (Zone 2) Ground Water Source Protection areas, designated by the Environment Agency. The Environment Agency have been consulted and have responded with standing advice in respect of ground water contamination, however, have not requested conditions to the permission.

6.75 *Trees*

The Arboricultural Survey and Impact Assessment identifies that the proposed development will require the removal of nine moderate quality trees, seven low quality trees and one low quality group, and one tree unsuitable for retention. The Indicative Scheme Landscape Plan and Design Code principles demonstrate the intended high quality landscaping and replacement of trees which will significantly enhance the treescape and amenity of the site and justify the loss of the 17 identified trees.

6.76 *Ecology*

A Preliminary Ecological Assessment has been undertaken and submitted. This finds that the application site is predominately hardstanding (car park) with the following habitats also present: amenity grassland, introduced shrub, scattered trees, scrub and buildings. All of the habitats within the site are common throughout the UK. No nationally rare or locally rare plant species were located during the site survey. There are no direct habitat linkages between the application site and any of the designated wildlife sites in the surrounding area.

6.77 The Preliminary Ecological Assessment has included a Preliminary Assessment and on site Emergency and Re-entry survey for Bats which has found no evidence of bats on site. The Reptile survey has, however, found one slow worm and a translocation strategy is secured by condition to ensure an ecologist finds and relocates this and any other slow worms.

6.78 In respect of biodiversity, the Preliminary Ecological Assessment indicates that the development is on target to achieve 13.6% biodiversity net gains, in accordance with paragraph 170 of the NPPF and that any required mitigation measures will be implemented as part of the detailed design of the future reserved matters application.

6.79 *Wind and microclimate*
An outline Pedestrian Level Wind Microclimate Assessment has been undertaken in respect of a 'worst case scenario' of development within the Parameter Plans and Design Code and assessed the cumulative potential impacts of the Watford Riverwell schemes. This identifies that the development would increase windiness to the south of the site and that there would be several thoroughfares entrances and terraces that would have windier than suitable conditions. The Design Code includes the recommended mitigation measures which will be incorporated into the future detailed design.

6.80 *Air Quality*
The Air Quality Assessment identified that the annual mean nitrogen dioxide and particulate matter concentrations across the site were below the national Air Quality Objectives for the proposed healthcare use. The site is therefore considered suitable for the proposed development without the implementation of protective mitigation techniques to protect future amenity.

6.81 Predicted impacts on annual mean nitrogen dioxide and particulate matter concentrations as a result of operational phase exhaust emissions were predicted to be negligible at all 27 sensitive receptor locations within the vicinity of the site. There are no associated combustion processes proposed to impact air quality. As such, overall the potential air quality impacts of the proposed are determined as not significant.

6.82 It is, however, identified that demolition and construction activities could create dust which would affect air quality of the existing hospital and neighbouring residential areas. Conditions are recommended to secure Environmental Management Plans for Demolition and Construction.

6.83 *Noise*

As demonstrated in the Noise Statement, based on historic survey data, the proposed development will adhere to the set plant noise emissions. A full survey and Noise Impact Assessment is secured by condition in respect of the detailed scheme to be considered as part of the future reserved matters application.

6.84 *Light*

As detailed in the daylight and sunlight analysis undertaken on the Indicative Scheme and included in the Design and Access Statement, the location and orientation of the taller elements to the north of the site will minimise overshadowing into the development. Further sunlight and daylight analysis, overheating assessments (from solar gain) and analysis of light pollution are secured by condition in respect of the detailed scheme to be considered as part of the future reserved matters applications.

6.85 In conclusion, for environmental matters, the proposed development would not be likely to give rise to adverse environmental impacts to the site, neighbouring existing hospital or surrounding residential properties. The development would secure notable environmental benefits in respect of biodiversity, energy and sustainability improvements with a welcomed predicted score of BREEAM 'Excellent' standard. Detailed matters in respect of a final scheme are secured by condition to ensure compliance with the NPPF, Policies SD1 and UD1 of the Core Strategy and Chapter 8 of the Final Draft Local Plan.

7 Consultation responses received

7.1 Statutory consultees and other organisations

Name	Comments	Actions
Affinity Water	No response received	
Natural England	No objection	Noted
Clinical commissioning group- Herts	No response received	
Health and Safety Executive, HM Government	Response to advise that they did not require consultation and had no comments to make	Noted
Thames Water Utilities	Additional information required in respect of foul water and sewer capacity	Noted and foul water condition included in

	and a condition is requested for this. No concerns or objections in respect of surface water	recommendation as requested.
Environment Agency	Site is within water source protection zone. No capacity to provide further advice and standing advice provided.	Noted.
Crime Prevention Officer	States that adequate security measures will be put in place and has no objections	Noted
Watford Disability Forum	No response received	
HCC Hertfordshire Lead Local Flood Authority	Further information is required and conditions have been requested.	Noted and surface water drainage conditions are included in recommendation.
HCC Highways	Comments for 22nd June 2021 raised concerns in respect of: (a) Car parking provision not sufficient support by sustainable transport options (b) More details needed in travel plan (c) Cyclist accidents and danger at Wiggenhall Road (A4178)/ Tom Sawyer Way junction	As discussed in the 'Highways and Transport' section of the report, there are ongoing discussions in respect of further sustainable transport improvements to support the development and car parking provision. Members will be updated on this prior to the meeting.
HCC Growth and Infrastructure	No comments in relation to financial contributions required by toolkit however Highways department may make request. Development in is CIL zone and not in CIL Reg123 exclusions. HCC fire may also comment for hydrants.	Noted

Hertfordshire Ecology	No response received	
HCC Waste and Minerals	No objection subject to securing of a Site Waste Management Plan in accordance with details provided.	Details of site waste management would be included at Reserved Matters stage.
HCC Safety Advisory Group	No response received	
HCC Fire and Rescue	No response received	No response has been received however officer recommends inclusion of fire hydrant provision by condition.
HCC Archaeology	No response received	

7.2 **Internal Consultees**

Name	**Comments**	**Actions**
WBC Transport and Projects	Pedestrian and cycle links to the hospital are identified as requiring enhancement and improvement plans for these and other sustainable transport improvement projects are identified in Chapter 8 of the Final Draft Local Plan. Financial contributions to these projects are sought.	Noted. Negotiations in respect of contributions are ongoing and members will be updated in advance of the committee meeting.
WBC Contaminated Land Officer	No objection subject to conditions in respect of land contamination.	Contaminated land conditions are included in recommendation as requested
WBC Economic Development Manager	No response received	
Arboricultural Officer, Veolia UK PLC	No objection subject to full Landscaping details under Reserved Matters and conditions.	Noted and secured by condition and Reserved matters

WBC Waste And Recycling	Response with no comment.	
WBC Environmental Health	No objections in respect of acoustic report and no conditions requested.	Noted
WBC Property	No response received.	
WBC Urban Design and Conservation Manager	No objection subject to details to be secured under Reserved Matters and Conditions.	Noted
WBC Planning Policy	Principle of hospital development is fully in accordance with current local policy.	Noted
WBC Parking Shop	Request that the developer uses the site for deliveries rather than the surrounding streets to minimise impact on resident' parking.	Noted and to be included in Construction Management Plan condition

7.3 **Interested parties**

Letters were sent to 682 properties in the surrounding area and the application was advertised as follows:

- 4 Site notices, posted 28 May 2021, expiring on 18 June 2021
- Watford Observer Advertisement, published 4 June 2021, expiring 25 June 2021

No other statutory advertisement was required for this application.

7.4 The following is a summary of the representations that have been received:

Number of original notifications:	682
Number of objections:	20
Number in support:	0
Number of representations:	2
TOTAL REPRESENTATIONS:	22

7.5 All full responses are available to view online. A summary and officer comments in respect of the 1 objection and 2 general representations received from addresses within Watford Borough are as follows:

Comments	Officer response
Questions regarding the potential length of build time and potential impacts of construction works.	These would be matters for the West Herts Hospital Trust to advise upon. The planning process will however secure Demolition and Construction Management Plans to reduce impacts.
Request that non-emergency vehicles have access to Thomas Sawyer Way (restricted section) to relieve traffic on Vicarage Road	This arrangement is outside the control of the current planning application and would be a matter for the Highway Authority to determine. It is nonetheless noted that the approved MSCP and the proposed hospital would be accessed from Thomas Sawyer Way so this will be expected to reduce traffic on Vicarage Road.
Impact on Willow Lane in respect of its Victorian terrace character	The character of the south-west side Willow Lane is noted and it is agreed that this is a very different form and scale of the existing hospital buildings of the north east side. The proposed development would be taller than the existing hospital buildings however would be at a further distance to Willow Lane. As seen in the Townscape Visual Impact images, it is considered that the relationship to Willow Lane would remain acceptable.
Potential additional impact of traffic, parking, staff and anti-social behaviour on Willow Lane.	Willow Lane does not provide a through route other than for blue light access and is not included within the vehicle access arrangement. The open campus layout of the existing hospital is to change to create a central route via the east side of the site and away from Willow Lane. This design is therefore expected to reduce impacts to the residential areas of Willow Lane and Vicarage Road.
Longer term noise and air quality conditions with wider masterplan development.	This application can only consider the impacts of the proposed development which have been detailed as having negligible or low impacts in respect of noise and air quality. Future

	development applications would need to be assessed in the same way for their additional and cumulative impacts.
Surrounding road are not bike friendly and pedestrian improvements are needed.	The need for improvements to cycle and walking routes is identified in the Final Draft Local Plan. The proposed development will be securing improvements by way of S106 requirements and contributions.
Increased traffic and speeding on surrounding roads.	With the retention of the same parking provision and inclusion of significant improvements to non-car transport options, it is not expected that the new hospital would create increased traffic on the surrounding roads. Speeding is a Police matter and not something that can be controlled through the planning process.
Impact to wildlife	The Preliminary Ecological Assessment finds that there is no identified harm to habitats or wildlife and the development will offer improved biodiversity in the landscaping.

7.6 A summary and officer comments in respect of the 19 objections received from addresses outside Watford Borough are as follows:

Comments	Officer response
This is the wrong location for a new West Herts Hospital. It is not accessible from the wider area including Hemel Hempstead, St Albans, Berkhamsted and Leighton Buzzard. New hospital should be on a more central, Greenfield site.	The preferred choice for the location for the new hospital adjacent to the existing hospital in Watford has been a decision made by the West Herts Hospital Trust following their extensive work on reviewing and analysing options and in consultation with their stakeholders. This is not a matter this planning application can consider or control.
Watford roads do not support car and ambulance traffic to the hospital, particularly affected on match days.	Thomas Sawyer Way was built as a new road to serve the hospital site.
Insufficient parking to support	As detailed in Highways and Transport of

the expanded hospital staff, patients and visitors	the report, the car parking provision is within the maximum standards set by local policy. The transport strategy to the development also facilitates extensive improvements to sustainable transport options, as required by local, county and national policy.
There is a long uphill walk from parking to the hospital	This has been the arrangement for many years with a notable and uneven walk from car parking at the south of the site to the hospital buildings. This is however to be alleviated with the new MSCP which is under construction. This will allow easy and step free access to the hospital opposite its frontage, with the provision of lifts and a direct bridge link.
Inadequate transport links to this site.	As detailed in Highways and Transport section of the report, the transport strategy for the development facilitates extensive improvements to sustainable transport options. These are to be secured within conditions and S106 requirements.
The site is too small for the hospital space needed created a building that is too tall for the context and would have fire and safety risks for patients and staff.	It is noted that the maximum limits would create a building of significant height and visual presence. High quality design for this building is, however, secured within the Design Code and it is considered appropriate in respect of the important civic nature of the building and the benefits it would afford.
Comments made in respect of the potential additional hospital expansion and residential buildings to the north of the new hospital shown within the masterplan.	These have been included only as indicative to what could come forward on the site to the north as part of a 'Masterplan' for the area and to demonstrate that the hospital development would itself not prevent further development. These elements are, however, not subject to assessment or approval under this application which relates to the new hospital site only and would need to be considered under separate applications.
The submission does not provide additional detail in response to	The principle to achieve this is set out in chapter 6 of the Design Code. The detailed

the Feb 2021 Place Shaping comments in respect of how the indoor spaces and landscaping will work together to create the healing environment.	designs for the buildings and roof terraces are not, however, required for this outline application, these are expected in later submissions and have been secured by condition.
Existing hospital staff, patients and visitors would be adversely affected by noise and dust during construction works	A condition is recommended for a Demolition and Construction Management Plan to secure a strategy to minimise impacts of the development to the existing hospital and surrounding areas.

8 Recommendation

a. Subject to the satisfactory conclusion of negotiations to secure further sustainable transport measures under s106 by no later than 27th October 2021 Outline Planning Permission be granted subject to the conditions and S106 heads of terms detailed in section 8 of the report.

b. That the Head of Planning and Development be given delegated authority in consultation with the Chair of Development Management and the Portfolio Holder for Planning to conclude the negotiations and agree the further sustainable transport measures to be included in the s106.

c. In the event that the further sustainable transport measures have not been agreed by 27th October 2021 that Outline Planning Permission be refused for the reason that the development would not include sustainable transport measures to support future staff, patients and visitors and would have an unacceptable highway impact, contrary to paragraphs 108, 109 and 110 of the NPPF, Policy 5 of Hertfordshire County Council's Local Transport Plan 2018-2031 and policies T3 and T5 of the Watford Local Plan Core Strategy.

Section 106 Heads of Terms

i) To secure the provision and maintenance of a safe and direct pedestrian and cycle route from the north of the site to Vicarage Road at all times following occupation of the new hospital. Details of this route shall include its position, width, surface finish, lighting, signage and any level changes.

ii) To secure an updated Travel Plan to include other sustainable transport measures to be agreed and to secure a financial payment to

Hertfordshire County Council of £6,000 for the long term monitoring of the Travel Plan for the site.

Conditions

1. Reserved Matters
   Approval of the details of the following reserved matters shall be obtained from the Local Planning Authority before any development commences:
   (a) appearance; (b) access; (c) landscaping; (d) layout; (e) scale.

   Reason: To comply with the provisions of Articles 6 of the Town and Country Planning (General Development Procedure) Order 2016, as amended.

2. Time Limit
   Application(s) for approval of the 'reserved matters' must be made not later than the expiration of three years from the date of this permission. The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matter to be approved.

   Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Drawing Numbers
   The development shall be carried out in accordance with the following drawings and documents unless otherwise approved in writing by the Local Planning Authority. The following drawings are hereby approved:

   WHHT-BDP-WGH-00-DR-T-03001- C01 Application and Ownership Boundary
   WHHT-BDP-WGH-00-DR-T-03002 - C01 Existing Site Block Plan
   WHHT-BDP-WGH-XX-DR-T-22301 - C01 Existing Site Sections AA and BB
   WHHT-BDP-WGH-XX-DR-T-22302 - C01 Existing Site Sections CC and DD
   WHHT-BDP-WGH-00-DR-T-20021 - C01 Site Plan - Proposed Demolitions
   WHHT-BDP-WGH-00-DR-T-20000 C01 - Parameter Plan- Development Plot
   WHHT-BDP-WGH-00-DR-T-20002 - C01 - Parameter Plan - Maximum Height
   WHHT-BDP-WGH-00-DR-T-20003 - C01 - Parameter Plan - Access and Movement WHHT-BDP-WGH-00-DR-T-20004 - C01 - Parameter Plan - Frontages and Spaces
   WHHT-BDP-WGH-XX-RP-T-00103 - Design Code

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

4. Surface Water Drainage Scheme

No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. A full detailed drainage design and surface water drainage assessment should include:

1. A drainage strategy which includes a commitment to providing appropriate SuDS in line with the non-statutory national standards, industry best practice and HCC Guidance for SuDS.
2. Full detailed design drainage plan including location of all the drainage features.
3. Where infiltration is proposed, evidence of ground conditions/ underlying geology and permeability including BRE Digest 365 compliant infiltration tests.
4. Detailed calculations of existing/proposed surface water storage volumes and flows with initial post development calculations and/or modelling in relation to surface water are to be carried out for all rainfall events up to and including the 1 in 100 year including an allowance for climate change.
5. Evidence that if the applicant is proposing to discharge to the local sewer network, they have confirmation from the relevant water company that they have the capacity to take the proposed volumes and run-off rates.
6. Discharge from the site should be at an agreed rate with the water company. This should be at Greenfield run-off rate; technical justification will be needed if a different rate is to be used.
7. An indicative maintenance plan detailing how the scheme shall be maintained and managed.

Reason: A surface water drainage assessment is vital if the local planning authority is to make informed planning decisions. In the absence of an FRA / surface water drainage assessment, the flood risks resulting from the proposed development are unknown. This should be provided to prevent the increased risk of flooding, both on and off site.

5. Demolition and Construction Environment Management plans

a) No demolition works shall commence within the site until a Demolition Environmental Management Plan has been submitted to and approved by the Local Planning Authority. This Plan shall include details of the access arrangements for demolition vehicles, a traffic plan for demolition vehicles, 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.

b) No construction works 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 the access arrangements for construction vehicles, a traffic plan for construction vehicles, 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.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties and prevent obstruction of the adjoining highway during the time that the development is being implemented.

6. Contamination remediation

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

i) A site investigation, based on the Ground Conditions and Contamination Risk Assessment prepared by GB Geotechnics Ltd (Report ref. WHHT-BDP-WGH-XX-RP-T-00116), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.
ii) The site investigation results and the detailed risk assessment (i) 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.
iii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (ii) 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 consent of the local planning authority. The scheme shall be implemented as approved.

Reason: 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.

7. Tree protection
   Prior to the commencement of development, an Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. This shall be in accordance with the Arboricultural Impact Assessment (Rev C02) and shall also include the following:

   i) Facilitation pruning details;
   ii) Underground services and drainage layout; and
   iii) General construction precautionary measures including detail of Tree Protection Plan

   The approved measures and details shall be installed and maintained throughout the development unless otherwise approved in writing by the Local Planning Authority.

   Reason: In the interest of tree protection pursuant to 'saved' policy SE37 of the Watford District Plan 2000.

8. Fire Hydrants
   No construction works shall commence until a detailed scheme for the provision of mains water services to serve the development, including, where necessary, fire hydrants, has been submitted to and approved in writing by the Local Planning Authority. No occupation of the development shall take place until the approved mains water scheme been provided in full.
   Reason: This is a pre-commencement condition in order to ensure adequate mains water services, and in particular fire hydrants, are provided to serve the development.

9. Energy Statement
   i) Prior to the commencement of development, an Energy Strategy in accordance with the targets and objectives set out in the Energy

Strategy shall be submitted to an approved in writing by the Local Planning Authority.

ii) Prior to occupation, evidence demonstrating that the approved measures have been implemented, together with detail of ongoing management and maintenance to ensure the measures continue to achieve the predicted CO2 emissions reduction shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate.

10. Sustainability Statement

Prior to commencement of development, a Sustainability Statement based on the Sustainability Statement submitted, shall be submitted for approval in writing by the Local Planning Authority. The development shall be constructed in full accordance with the sustainability statement prior to occupation.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate.

11. Slow-worm Translocation Strategy

Prior to the commencement of development, a Translocation Strategy for slow-worms shall be submitted to an approved in writing by the Local Planning Authority. The translocation strategy should involve the following:

i) A suitable receptor site is required to support any animals captured as part of the mitigation strategy. The green space (TQ1059095231) to the south of the disused railway which was used as a receptor site for the translocation of a low population of slow-worm as part of the Waterside and Farm Terrace Allotments development (17/01511/FULM) should be used as the receptor site. The slow-worms are a part of the same metapopulation and the proposed site is of a suitable size (≈3.5ha) and habitat quality to support the residual animals. As the site is owned by a third party, consent must be established prior to any translocations.

ii) Temporary reptile fencing is not deemed necessary as the site is isolated from nearby slow-worm populations and the proposed receptor site by new road and residential developments.

iii) Manipulation of the vegetation within the site should be carried out to enhance capture methods, the existing scrub should be strimmed or brush-cut under the supervision of an ecologist to around 15cm in height. Vegetation work should only be undertaken during fine and mild weather.

iv) Following manipulation of the vegetation artificial reptile mats (50/ha) should be deployed and left in situ for 2 weeks. Once the mats have 'bed in' 30 days (when slow- w would be expected to be active conditions)

trapping and translocation to the receptor site should commence. This will involve catching slow-worms by hand and placing into existing refugia within the receptor site. The work should be carried out between late April and late June or between late August and late September by a suitably experienced ecologist. The trapping can conclude after 30 days when there has been 5 consecutive days of no slow-worm captures or observations.

v) Hand searching should be undertaken to supplement the trapping and translocation. This involves carefully searching through dense vegetation, or dismantling small structures by hand.

The Translocation Strategy for slow-worms shall be carried out prior to commencement of the development.

Reason: In order to prevent the inadvertent killing of slow-worms of which there was one found under the Preliminary Ecological Assessment.

12. Bat survey

If the proposed demolition of the existing buildings or felling of identified trees has not been carried out before the end of April 2022 a further Bat Survey shall be undertaken and submitted and approved in writing by the Local Planning Authority prior to commencement of the development. The Bat survey shall consist of a Preliminary Roost Assessment and Emergence/Re-entry Survey undertaken by a suitably qualified ecologist.

Reason: The bat survey is valid for 12 months as detailed in the Preliminary Ecological Assessment.

13. Compliance Statement

All Reserved Matters applications shall be accompanied by a Compliance Statement to demonstrate compliance of the Reserved Matters applications with the outline permission and shall include to following details:

i) Demonstrate compliance with the approved Parameters Plans
ii) Demonstrate compliance with the approved Design Code
iii) Detail if and why there are any instances where the Reserved Matters application deviates from the Indicative Scheme of section 5.2 of the Design and Access Statement for the outline application

Reason: To allow the Local Planning Authority to assess the compliance of the Reserved Matters applications as being in accordance with the approved Parameter Plans and Design Code.

14. Maximum Heights

All Reserved Matters applications shall accord with the approved Parameter Plan for Maximum Height as follows:

i) No part of the building, including roof terrace screens or loggias, shall exceed the maximum heights of the development as detailed in the Maximum Height Parameter Plan;

ii) Where the Maximum Height Parameter Plan approves an area of building up to a maximum height of +150m AOD for up to 60% of the area, the remainder of the building in this area shall not exceed a maximum height of +112m AOD; and

iii) Where the Maximum Height Parameter Plan approved an area of building up to a maximum height of +112m AOD for up to 75% of the area, the remainder of the building in this area shall not exceed a maximum height of +90m AOD.

Reason: For the avoidance of doubt in respect of the maximum building heights approved.

15. <u>Appearance</u>

Any application in respect of reserved matter (a) 'Appearance' shall include details of all matters of appearance including, but not limited to, the following:

i) All external materials including sample panels to be made up on site and made available for inspection by the Local Planning Authority

ii) All plant and equipment including gas storage, roof plant, PV, cleaning cradles, lift overruns, railing, flues, vents and telecommunication equipment and any associated mitigation to avoid noise impacts;

iii) Bridge links which shall have a transparency of 60-80% on elevations;

iv) Entrances and Active Frontages, as identified on the Parameter Plan for Frontages and Spaces, to include shopfronts and direct accesses to ancillary retail units;

v) How the design of the building responds to micro-climate issues such as wind and sun, including any screening or mitigation to prevent adverse wind impact or overheating

16. <u>Landscaping</u>

Any application in respect of reserved matter (c) 'Landscaping' shall include details of all matters of site landscaping including, but not limited to, the following:

i) Access arrangements for public and non-public spaces;

ii) Access, landscaping and management of roof terraces and podiums

iii) How the landscaping design responds to micro-climate issues such as wind or shading, including any mitigation;

iv) Location and detail of all public seating and seating associated to the ancillary retail uses including microclimate mitigation for these areas including screens, shelters or heating;
v) Location and detail of public art;
vi) Site wide scheme of wayfinding; and
vii) External lighting scheme.

17. Final ground and floor levels

Details of the proposed finished floor levels of all buildings and the finished ground levels of the site, in relation to existing site levels of surrounding property shall be submitted to and approved in writing by the Local Planning Authority with the submission of any reserved matters application. The development shall thereafter be carried out in accordance with the approved levels.

Reason: To ensure that construction is carried out at suitable levels having regard to the scale of the development.

18. Contamination verification

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.

Reason: 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.

19. Foul Water- Thames Water

The development shall not be occupied until confirmation has been provided that either:- 1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- 2. A development and infrastructure phasing plan has been agreed with the Local Planning Authority to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: Network reinforcement works are likely to be required to accommodate the proposed development

20. BREEAM Excellent

No part of the development shall be occupied until a full BREEAM Post Construction report (prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (or other approved registration body), including dates/receipt confirmation email from the BRE) shall be submitted to the local planning authority and approved in writing. Within 6 months of first occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

Reason: To ensure the development incorporates sustainable design and construction methodology as detailed in the application documents.

21. Travel Plan

No part of the development shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented at all times.

Reason: To promote sustainable modes of travel in accordance with Policy T3 of the Watford Local Plan Core Strategy 2006-31.

22. Accesses installed

No part of the development shall be occupied until the new vehicular accesses, as shown in principle on Parameter Plan Connections and Access (WHHT-BDP-WGH-00-DR-T-20003 - C01), have been laid out and constructed in accordance with the details to be approved under reserved matter (b) Access.

Reason: To minimise danger, obstruction and inconvenience to users of the highway and pedestrians, in accordance with Policy T21 of the Watford District Plan 2000.

23. Surface Water Drainage Completion

Upon completion of the drainage works, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The management and maintenance plan shall include:

1. Provision of a complete set of as built drawings including the final drainage layout for the site drainage network.

2. Maintenance and operational activities for the lifetime of the development.
3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.

Reasons: To prevent flooding by ensuring the satisfactory maintenance of the surface water network on the site and to reduce the risk of flooding to the proposed development and future occupants.

24. Arboricultural Impact Assessment
The Development shall be carried out in accordance with the Arboricultural Impact Assessment (Rev C02) unless otherwise approved in writing by the Local Planning

Reason: In the interest of tree protection pursuant to policy UD1 and SE37 of the Watford Local Plan Core Strategy.

25. Cycle Storage to be installed
The cycle parking approved by any subsequent reserved matters application shall be installed and made available for use prior to the occupation of any part of the development and shall be retained at all times for cycle storage only and shall not be used for any other purpose.

Reason: To ensure that secure and weatherproof cycle storage facilities are provided for future staff, patients and visitors in accordance with 'saved' policy T10 of the Watford District Plan 2000, Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and policy ST11.5 of the Final Draft Watford Local Plan.

26. Car free Green Spine
The Pedestrian Priority Route to the north east of the site, identified on the Connections and Access parameter Plan, and referred to as the 'Green Spine' in the Design Code, shall be 'car-free' and used only by pedestrians and cycles other than for maintenance and emergency vehicle access.

Reason: To minimise danger, obstruction and inconvenience to users of the highway and pedestrians, in accordance with Policy T21 of the Watford District Plan 2000 and to create a safe public space in accordance with Policy UD1 of the Watford Local Plan Core Strategy.

27. Soft Landscaping carried out
The soft landscaping scheme to be approved under reserved matter (c) Landscaping shall be carried out as approved not later than the first available planting and seeding season after completion of the development. Any trees

or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

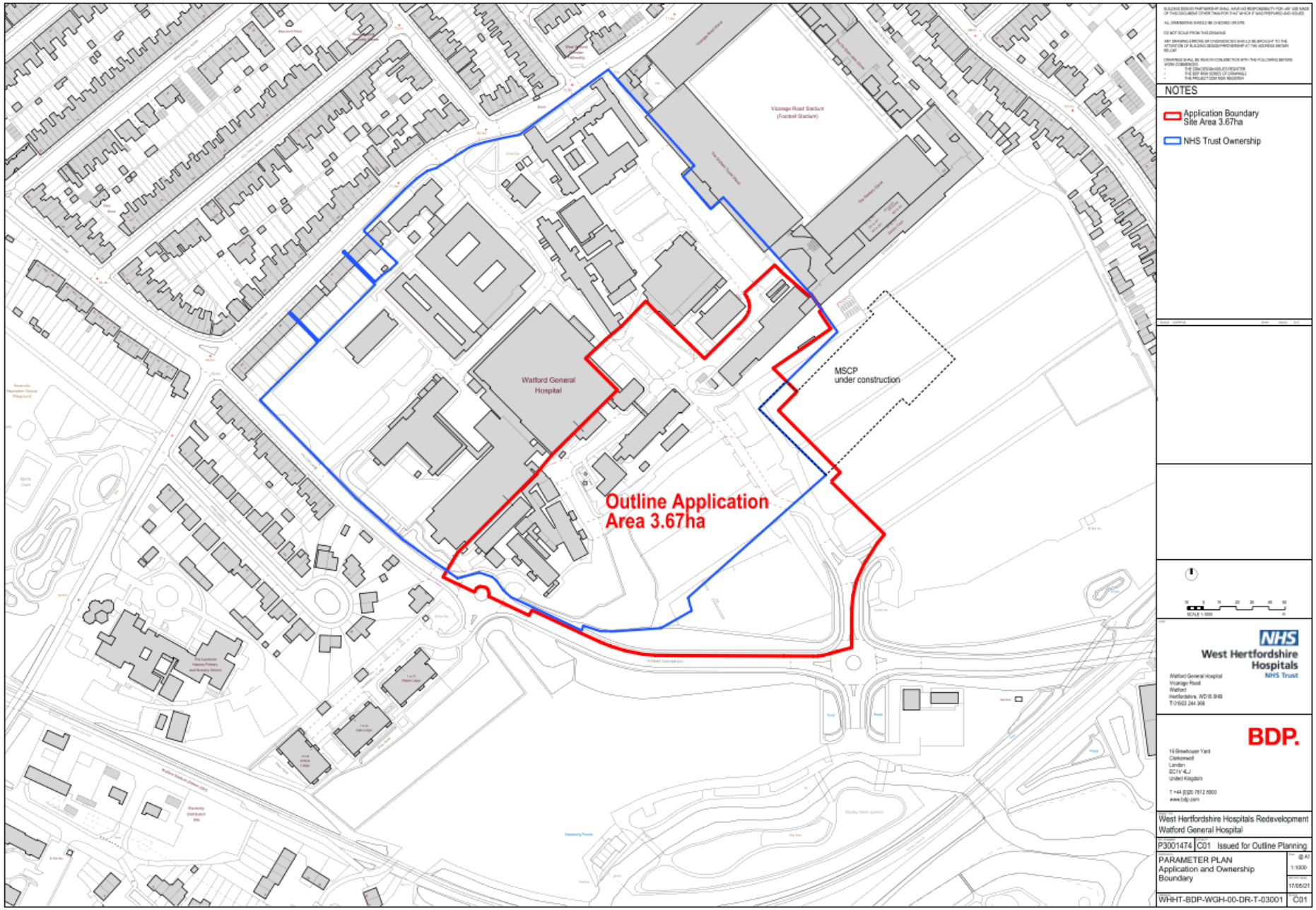
Reason: In the interests of the visual appearance and ecology of the site in accordance with Policy UD1 of the Watford Local Plan Core Strategy and 'saved' policy SE37 of the Watford District Plan 2000.

28. Unexpected contamination

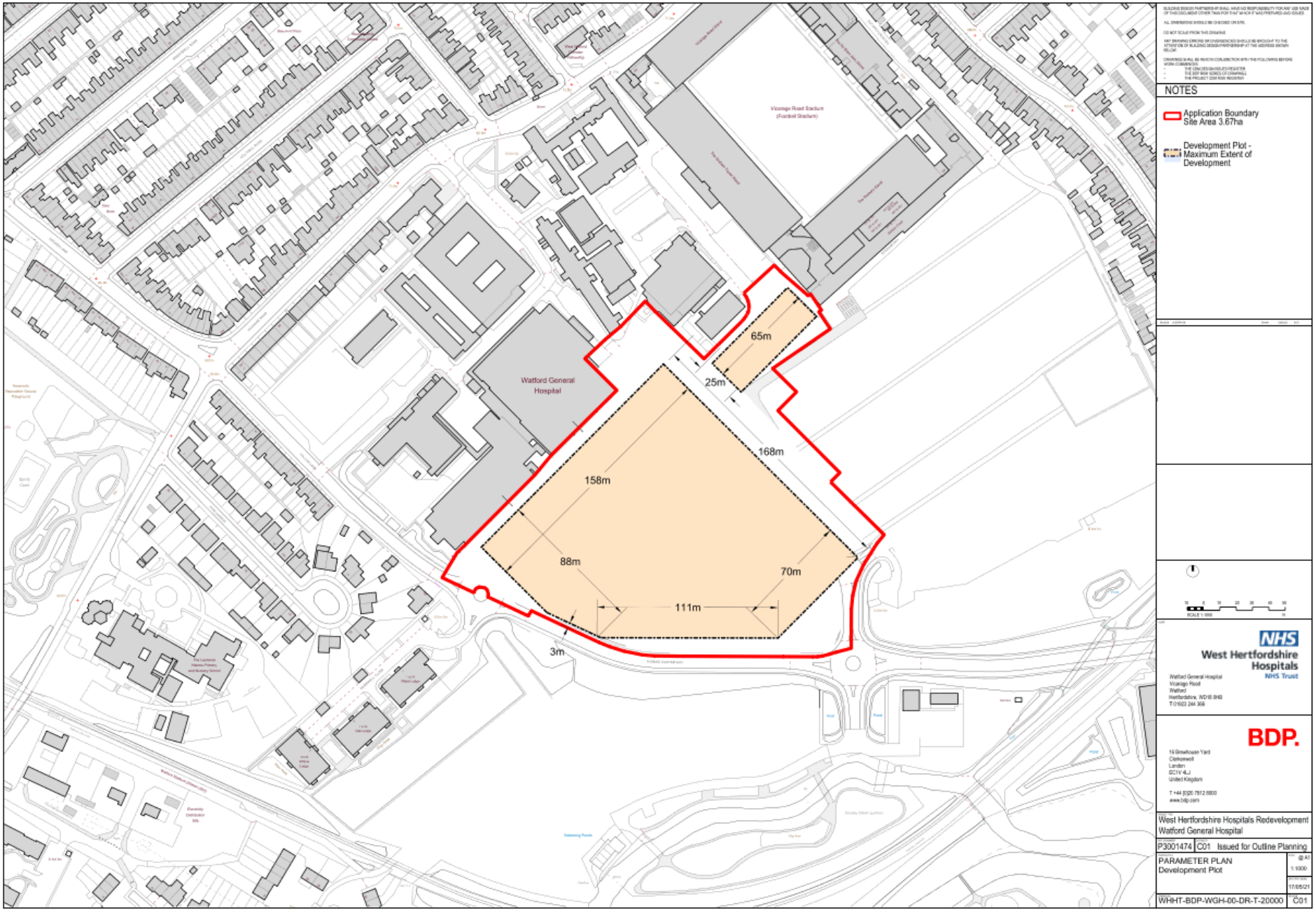
In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 1, 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 in accordance with condition 1.

Reason: 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.

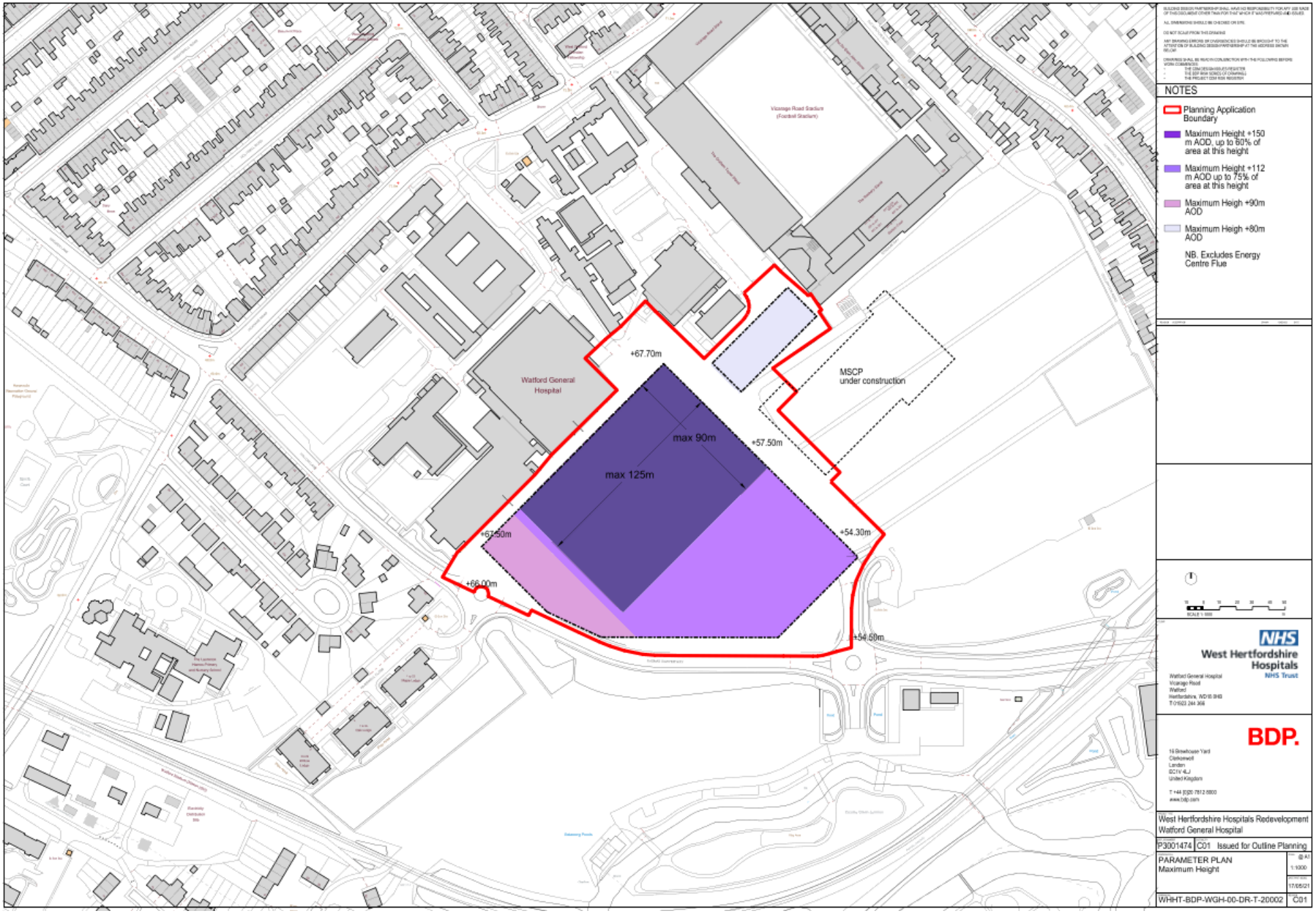
Site Plan


Watford General Hospital
MSCP
under construction
Outline Application
Area 3.67ha
NOTES
Application Boundary
Site Area 3.67ha
NHS Trust Ownership
NHS
West Hertfordshire
Hospitals
NHS Trust
BDP.
West Hertfordshire Hospitals Redevelopment
Watford General Hospital
P3001474
C01 Issued for Outline Planning
PARAMETER PLAN
Application and Ownership
Boundary
1:1000
17/05/21
WHHT-BDP-WGH-00-DR-T-03001
C01

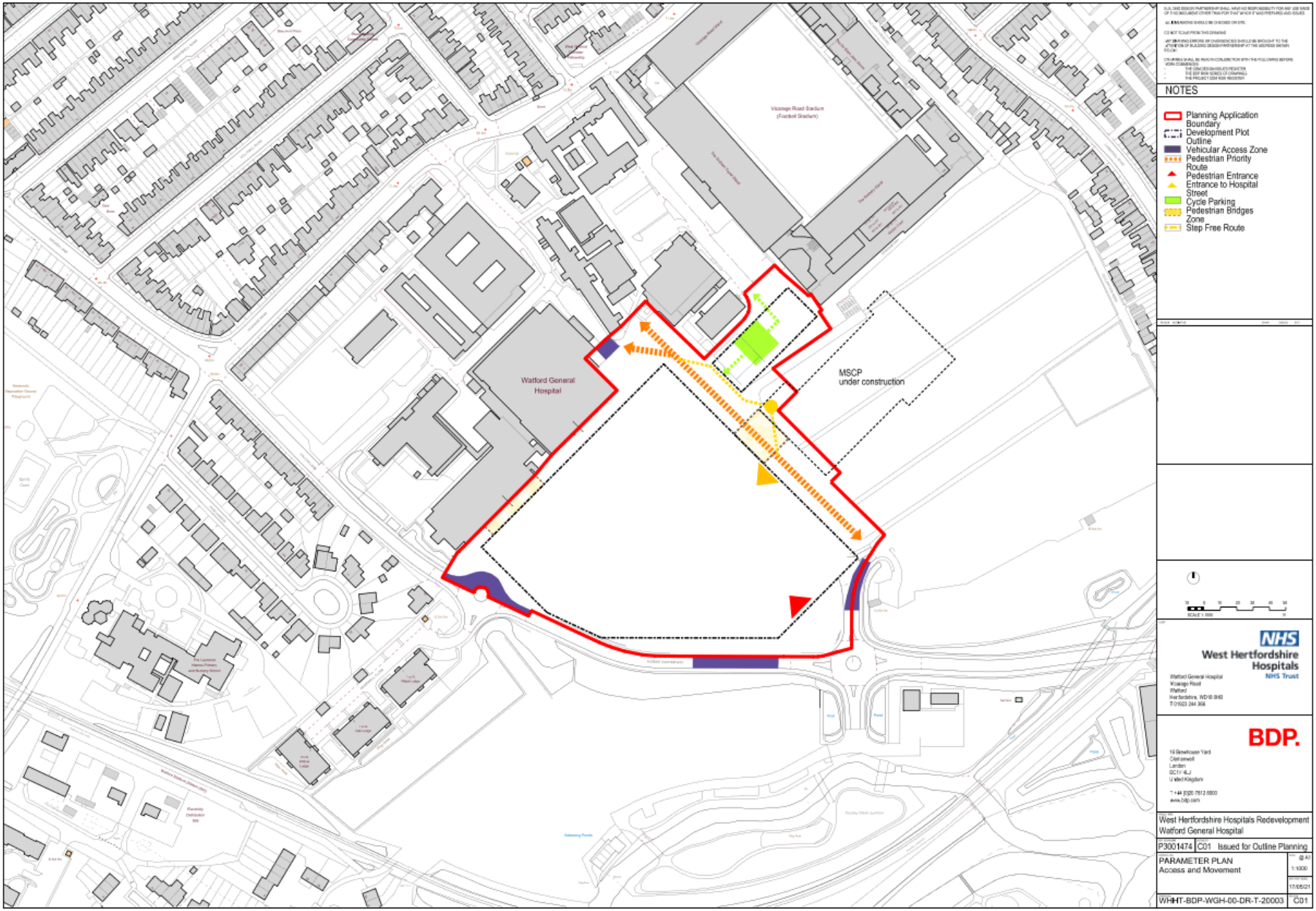
Development Plot Parameter Plan



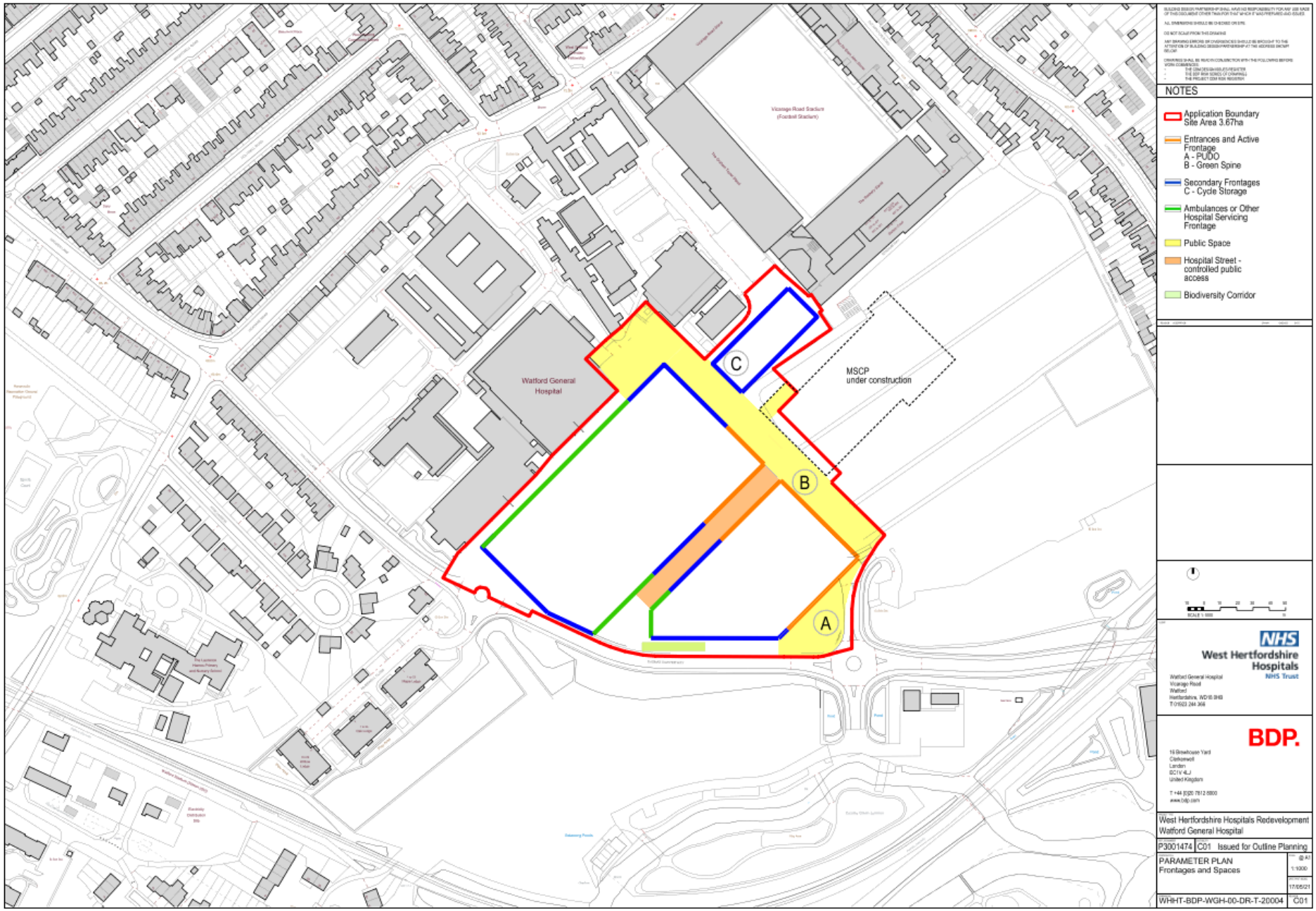
Maximum Height Parameter Plan



Access and Movement Parameter Plan



Frontages and Space Parameter Plan



Indicative Scheme Plan

INDICATIVE HOSPITAL SCHEME SITE

Key

1. New General Hospital
2. Hospital street
3. Blue light access
4. Existing hospital buildings
5. Existing car park
6. Ambulances
7. Energy centre
8. Pedestrian external realm
9. FM & service access
10. Patient transport vehicles
11. Pick-up and drop-off area
12. Bridge access from MSCP
13. Multi-storey car park
14. Watford Football Club
15. Watford Riverwell Masterplan apartments
16. Hotel/commercial (neighbouring Masterplan)
17. Residential development (neighbouring Masterplan)
18. Cycle hub
- Bus stop
- Principal entrances
- Application boundary
- Existing hospital estate

Indicative Hospital Scheme - Roof Level site plan

Aerial View of Indicative Scheme

Aerial illustration of Indicative Hospital Scheme

FRAME PROJECTS

Watford Place Shaping Review Panel

Report of Formal Review Meeting: Watford General Hospital

Tuesday 9 February 2021
Zoom Video Conference

Panel

Peter Bishop (chair)
Maurizio Biadene
Joanne Cave
Andrew Thornhill
Bevan Jones

Attendees

Paul Baxter	Watford Borough Council
Sian Finney-MacDonald	Watford Borough Council
Ben Martin	Watford Borough Council
Louise Holman	Watford Borough Council
Alice Reade	Watford Borough Council
Ellen Higginson	Watford Borough Council
Phil Dodshon	Watford Borough Council
Linda Bishop	Watford Borough Council
Tom Bolton	Frame Projects
Miranda Kimball	Frame Projects
Penny Nakan	Frame Projects

Apologies / report copied to

Andrew Clarke	Watford Borough Council

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1. Project name and site address

Watford General Hospital Redevelopment, Watford General Hospital, Vicarage Road, Watford, WD18 0HB

2. Presenting team

Adrian Price	BDP Architecture
Tom Rudd	BDP Architecture
Chris Stanton	BDP Architecture
Nick Pigula	BDP Sustainability
Duane Passman	West Hertfordshire Hospitals NHS Trust
Tim Duggleby	West Hertfordshire Hospitals NHS Trust
Justin Liebenberg	Royal Free London NHS Foundation Trust

3. Planning authority briefing

The development application site relates to a roughly triangular shaped parcel of land (circa 22,500 sqm) to the south of the existing hospital, and with access from the recently built road of Thomas Sawyer Way to the south and west. The site is allocated in the Watford Local Plan Core Strategy 2006-31 as part of the Special Policy Area 3 (SPA3) Health Campus (now known as Riverwell), for delivery of a major mixed-use regeneration to include an improved major acute hospital. The existing hospital campus, located to the north of the site, consists of hospital buildings in poor operational condition, with poor public realm quality.

The application site, to the south of the existing hospital, currently contains surface parking which will be relocated into a new multi-storey car park east of the site. The areas south and further east of the site have approved residential schemes, with planned further phases of residential, school and mixed uses. The site has significant ground level changes, with 15m difference from Vicarage Road in the north, down to the Colne River to the south of the site. This includes a significant slope on the east side of the site and adjacent to the western elevation of the multi-storey car park.

It is proposed that, following building of the new hospital on the southern site, the existing hospital land to the north would undergo further phases of development. Officers recognise the hospital is a significant infrastructure project for the town and the wider region and offers substantial enhancement opportunities. The large scale of the envisaged development is justified by the civic nature of the building. However, it is expected that the scheme should deliver high quality design.

This scheme was brought for review at illustrative masterplan stage. Officers asked for panel comments in particular on:

- massing and appearance;
- integration to the wider regeneration area;
- ground floor user experience;
- improvements to public realm including landscaping;
- energy and sustainability enhancements across the scheme.

4. Design Review Panel's views

Summary

The panel commends the design team for the progress made to date on masterplanning a challenging site, but suggests a more innovative design approach could provide greater benefits. The proposals have a strong design logic, and both buildings and the wider masterplan are carefully considered. The panel is pleased that the surrounding urban quarter has been considered as part of the overall design. In particular, it sees the role of the proposed green spine as a strong proposition, both as a place for healing and as a space for the wider community to come together. However, the panel identifies some conventionality about the proposals which, although very competent, do not break new ground in hospital or care provision. This is a missed opportunity, and a more innovative design approach is commended to the team. In particular, the panel encourages the design team to go further by investigating how indoor spaces and landscape can be designed to work together to create a holistic, healing environment. The team's overall approach to design and to sustainability is progressing well, but the panel encourages Watford officers to work with the applicant to lock in key elements of the parameter plan and the illustrative masterplan at planning. This will be important to ensure that the vision and ambition for this health campus can become a reality once the hospital buildings have been delivered. These comments are expanded below.

Design code

- The panel agrees that an outline planning application and the development of design codes is the right way forward for this scheme. To ensure the new hospital integrates with and enhances the wider area, the outline application should include a number of essential elements: the location of development plots, building footprints and podiums, height parameters, active frontages, green infrastructure and scale of public spaces, and clarity about spaces for pedestrians and cyclists.

Massing

- The panel acknowledges the need for the massing and block configuration of the scheme to be dictated by clinical needs and efficiency. However, it considers that the Cube Towers option to be more successful from a townscape perspective than the Finger Towers option, as it breaks down massing and generates better public spaces.

- With the new hospital likely to consolidate services into a taller building, as design progresses, the panel encourages wind testing to ensure mitigation and comfort is considered for the hospital's immediate spaces, as well as across the wider masterplan.

- The panel notes the challenge of designing a building with an elevation as long as 78m. It suggests that greater detail should be agreed for this frontage

at outline planning stage to ensure the building sits comfortably at ground level.

- Once a massing form is finalised, the panel expects the design team to conduct sunlight and day light analysis for the wider urban quarter.

Healing environments

- The panel encourages the design team to interrogate the relationship between indoor and outdoor spaces, and between the buildings and the landscaping at ground level, to identify innovation that can help to ensure the new hospital supports care and healing as a whole.

- The aim should be to create a healing environment that balances privacy and views, and integrates green spaces with the hospital buildings. It is important that, with the site's challenging topography, both patients and visitors have a positive experience at ground floor both inside and outside the buildings.

- Alongside the delivery of a supportive public realm at ground level, the panel would also like to see green spaces included on the upper levels of the building to help with patient recovery; although it also recognises the challenge of accommodating space alongside necessary plant infrastructure.

- The panel supports the concept of a green spine (Hospital Street) linking Thomas Sawyer Way in the south to Vicarage Road to the north. It recognises the critical role this will play as a shared public realm asset, enabling the wider community to come together and allowing the hospital community, including patients and workers, to spend time outside. The panel encourages the design team to explore further how the hospital and its environs can work together to support healing. This should include investigating whether the public realm could link across Thomas Sawyer Way, to the scenic Colne Valley to the south.

- The panel supports the plan to include an internal access core in the design code for the site, to help manage the 12m level change. This core could also help to free up space in the public realm and release more space across the green spine.

Sustainability

- The panel commends the design team for the work it has completed to date on the scheme's environmental performance but notes the need to revisit the design once the forthcoming NHS Net Zero guidance is released.

- The panel is pleased to see that glazing has been considered at this early stage in the design process. However, it notes the need to ensure the south-west facing finger form is protected from potential overheating, as design progresses.

- The panel applauds the design team's approach to using landscape design to deal with issues of water management and drainage. It suggests that the team should consider further how the sustainable drainage strategy can work as widely as possible across the masterplan, including with Thomas Sawyer Way to absorb water and prevent run-off in the River Colne.

- The panel encourages the applicant to develop a sustainable travel plan for the site, addressing ways in which car use and the need for parking can reduce over the coming decades.

- If carbon off-setting is to form part of the net zero carbon strategy, it should be planned early in the process rather than left until later.

Next Steps

- The panel would welcome the opportunity to review the scheme again, once a massing configuration has been confirmed and design detail has progressed.

FRAME PROJECTS

Watford Place Shaping Review Panel

Report of Formal Review Meeting: Watford General Hospital

Tuesday 11 May 2021
Zoom Video Conference

Panel

Peter Bishop (chair)
Irfan Alam
Marie Burns
Joanne Cave
Michael Popper

Attendees

Paul Baxter	Watford Borough Council
Andrew Clarke	Watford Borough Council
Sian Finney-MacDonald	Watford Borough Council
Ben Martin	Watford Borough Council
Alice Reade	Watford Borough Council
Sharon Hayes	Watford Borough Council
Ellen Higginson	Watford Borough Council
Terri Stoilkova	Watford Borough Council
Amy Wolanski	Watford Borough Council
Tom Bolton	Frame Projects
Penny Nakan	Frame Projects

Apologies / report copied to

Louise Barrett	Watford Borough Council

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The application site, to the south of the existing hospital, currently contains surface parking which will be relocated into a new multi-storey car park east of the site. The areas south and further east of the site have approved residential schemes, with planned further phases of residential, school and mixed uses. The site has significant ground level changes, with 15m difference from Vicarage Road in the north to the Colne River to the south of the site; and a significant slope on the east side of the site and adjacent to the western elevation of the multi-storey car park.

The Watford Place Shaping Panel previously reviewed proposals in February 2021. Amendments since previous review include design development of massing and elevations; of the Finger ward towers arrangement; of the green spine and other urban realm and landscape areas; of the entrance and access from the north; and coordination with neighbouring developments to create a square to the south. An outline planning application is due for submission imminently.

Watford officers asked for the panel's comments, in particular, on permeability, legibility and step-free routes; the green spine and access routes to the hospital, including the two-level bridge over green spine; activation of the space to the north of the hospital; how the parameter plans and design code will secure design quality; and whether the parameter plan red line is broad enough to secure place quality as far as Vicarage Road.

4. Design Review Panel's views

Summary

The panel considers that the scheme has progressed well since the previous review, but issues remain to be addressed around civic function and place quality, the travel strategy, access routes to the hospital, links to Vicarage Road, southern connections for the green spine and piazza, and the northern square. The panel believes the development red line should be extended to include the entrance route from Vicarage Road, to ensure a legible entrance for those who do not arrive by car, and avoid closing down future development options. Greater clarity over entrance hierarchy is important to ensure they are easy to find for those visiting for the first time, and thought should be given to a sheltered route to the main entrance. The landscaping proposals are promising, but the panel asks the team to reinterrogate the functioning of the green spine and the experience of using it, to create a clear narrative for the way each space will be used. The north piazza does not yet have a strong enough purpose, and the southern piazza does not connect to the Colne Valley, and may not be able to in future. The panel believes that the hospital building itself is developing in a positive direction, and has previously accepted the proposed scale and massing. Work carried out to design the hospital as a healing environment is very positive, but there is still a gap between the concept and delivery on site. The panel urges the client not to lose sight of importance of the healing environment approach, and to ensure both internal and external work well for the wellbeing of patients and visitors. The move to an electric energy supply is positive, and the panel encourages further use of photovoltaics and consideration of an ambient loop. These comments are expanded below.

Architecture

- The panel is very interested to see how the designs have evolved since the last review. The requirements of the building itself are determined by clinical drivers, which the panel accepts. There is much to like about way the design of the hospital building is progressing, including the celebration of entrances and the intention to make the most of public spaces.

Entrances and access

- The panel is concerned that, while the design approach is progressive, the transport strategy is not. The development is designed predominantly for people who will arrive by car, but it is likely that many of those who drive now will not do so in future. The transport strategy should be revisited to consider how it can reach the ambitious, forward-looking standards set by the overall design approach.

- The panel considers that pedestrians are marginalised within the development, with a long walk from bus stops on Vicarage Road through an area that will not be completed for many years. The parameter plan does not provide the certainty needed on the quality of this entrance.

- The panel would like to see the development red line extended to Vicarage Road to allow this entrance route to be addressed. A commitment should be included in the outline planning application to connect the hospital building to Vicarage Road, with timeframes for delivery.

- The panel is also concerned that the step-free entrance sequence is confusing, with a main route that turns away to the left from the main steps, and requires use of the car park lift to reach ground level. This ambiguous urban hierarchy risks confusion over the nature of competing entrances. Greater clarity should be sought over the entrance hierarchy.

- The panel suggests that the main entrance may be difficult to read if approached obliquely, and that further thought should be given to ensuring it is legible.

- The lack of a sheltered route for pedestrians to reach the main entrance could also be a problem, particularly on a north-east facing façade. There is a risk the entrance area will not provide a comfortable space.

Green spine

- It is important that the green spine contributes to the healing environment concept for the development, providing spaces that can be used by patients. visitors and staff and will improve their experience of the hospital. Public spaces also have an important civic role to play in ensuring that the hospital operates equally successfully as a place of work, and as a place to learn. Defining clear functions for these spaces is important to achieving these aims.

- While the green spine approach includes well-considered spaces, these are not addressed by the building itself, either through its footprint or internal layout. The panel suggests the arrangement of external spaces and the main building should relate more closely to one another. For example, a main plaza could be located at the main entrance if this was acknowledged in the building's footprint. This will help to

- The panel feels that the double-height entrance bridge from the car park cuts across the green spine, visually and spatially. If flows of people are split by the bridge, energy will be removed from the green spine and it may not be well used.

- The panel also suggests that there is no need for the green spine to be so wide along its full length. Width changes could be used to express the location of the main entrance more clearly, and to enhance civic spaces within the hospital.

- Stairs and level transitions do not necessarily need to be extended across the full width of the green spine. The slope could be truncated in places to create platforms offering a view of the River Colne valley beyond.

Northern and southern edges

- The panel considers that Thomas Sawyer Way feels neglected, providing service functions only on elevations that are important to the hospital's future relationship with development to the south, on the opposite side of the road. Connections should be developed with the masterplan area to the south, ensuring that links can be made in future to the River Colne. These options should be kept open and not precluded by decisions made now.

- The panel feels that the northern edge of the new building is not sufficiently activated, and does not contribute enough to the functioning of the building. It also creates an unresolved relationship with the space between new and existing hospitals. It suggests servicing could be relocated here, freeing southern elevations to help create a more positive relationship with Thomas Sawyer Way.

Sustainability

- The panel is very pleased by the applicant's decision to move to all-electric development, and to make use of ground and air source heat pumps. It also suggests options are explored to develop an ambient loop with other nearby developments, to share energy resources and minimise use.

- However, the panel questions the extent of the glazing shown in drawings, with large picture windows that risk excessive solar gain, and the lack of apparent external shading. The extent and positioning of shading should be indicated on drawings to show how solar gain will be addressed.

- The area of proposed photovoltaics should be increased is possible, to make as significant a contribution as possible to an energy intensive building.

- The applicant is also encouraged to reduce as far as possible the amount of offsetting required for the development to achieve its carbon targets.

Next Steps

- The panel would welcome the opportunity to review the scheme again, once a massing configuration has been confirmed and design detail has progressed.

Committee Date	Tuesday 27 July 2021
Application Reference **Site Address**	21/00218/FUL 91-93 King George's Avenue, Watford
Proposal	Demolition of existing two dwellings and erection of an apartment block consisting of 9no. flats and associated car parking and landscaping.
Applicant	Mr Andy Dhruva
Agent	Boyer Planning Ltd
Type of Application	Full Planning Permission
Reason for Committee Item	Number of received objections
Target Decision Date	Thursday 29 July 2021
Statutory Publicity	Neighbour letters
Case Officer	Helen Harris; helen.harris@watford.gov.uk
Ward	Holywell

1. Recommendation

1.1 That planning permission be granted, subject to the conditions as set out in Section 8 of this report.

2. Site and Surroundings

2.1 The application site measures approximately 2770sqm in area and comprises of 2no. two-storey, semi-detached dwellinghouses.

2.2 The application site is located in a well-established residential area. Access is currently taken from King George's Avenue via a driveway. Immediately north of the site is a relatively recent development of apartments (Hanover Court – a 3-storey flatted block, comprising of 13no. flats), which is in the ownership of the applicant. A local centre is located in proximity to the application site via Whippendell Road to the southwest, with amenities including a convenience store, health centre, nursery and pre-school facilities.

2.3 The application site is not located within a conservation area and there are no statutory or locally listed buildings either on the site or within close proximity. The site is not subject to any specific planning designations. The site falls within the Environment Agency's flood zone 1, the zone with the lowest probability of flooding.

3. Summary of the Proposal

3.1 Proposal

3.2 Full planning permission is sought for the demolition of the existing two semi-detached dwellinghouses and construction of a three-storey flatted block, comprising of nine flats (i.e. 2no. 2-bed flats and 7no. 3-bed flats), together with associated landscaping, refuse/recycling store, cycle store and a total of 9no. car parking spaces arranged to the front of the development.

3.3 Access is maintained to the parking court and the parking spaces associated with the adjacent apartment block, Hanover Court, are retained. An area of soft landscaping is proposed to the front of the proposed development and a communal amenity space is proposed to the rear.

3.4 Planning Balance and Conclusion

3.5 The proposed development provides nine good quality residential dwellings, in a building which is considered to respect the character and appearance of the area, without having any unacceptable impact on the living conditions of neighbouring properties, in accordance with the Development Plan. On-site parking for nine cars to serve the development accords with maximum parking standards set out in the Watford District Plan, and is acceptable to the Highway Authority. It is not therefore considered that there are any harmful impacts that would significantly and demonstrably outweigh the planning benefits of the proposal.

4. Relevant Policies

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

4.2 Paragraph 11 (d) of the NPPF 2019 establishes the 'presumption in favour of sustainable development' and the principles of the 'tilted balance' that apply where a local planning authority cannot demonstrate a 5 year housing supply or have failed to deliver at least 75% of their housing requirement as part of the Housing Delivery Test. Where the tilted balance applies, decision makers should grant permission unless NPPF policies on protected areas or assets of particular importance provide a clear reason for refusing development or, any adverse impacts of granting permission would significantly and demonstrably outweigh

the benefits, assessed against NPPF policies taken as a whole. The tilted balance has the effect of shifting the weight in the planning balance away from local policies and towards the NPPF.

4.3 The Council cannot currently demonstrate a 5-year supply of housing and scored below 75% in the most recent Housing Delivery Test results and therefore the 'tilted balance' applies to the determination of this planning application.

5. Relevant Site History/Background Information

5.1 The applicant sought pre-application advice from the Council in 2019 for residential redevelopment of the site. The pre-application scheme was for a 4-storey flatted block comprising of 11no. 3-bed flats.

5.2 20/00969/FULM - Demolition of existing two dwellings and erection of apartment block consisting of 11no. 2-bed and 3-bed flats and associated car parking and landscaping. Application withdrawn on 24.11.2020. Officers advised during the course of this application that the height of the block should be reduced to maximum of 3-storeys and the number of units should be reduced, unit layout and car parking layout amended and cycle and refuse strategies revised.

6. Main Considerations

6.1 The main issues to be considered in the determination of these applications are:

(a) Principle of Development;
(b) Scale and Design;
(c) Quality of Residential Accommodation;
(d) Impact upon Neighbouring Residential Amenity;
(e) Highways, Refuse & Recycling Provision;
(f) Landscaping; and
(g) Community Infrastructure Levy (CIL)

6.2 <u>(a) Principle of Development</u>

6.3 Section 11 of the NPPF establishes the requirement to make effective use of land. Paragraph 117 establishes that "Planning policies and decisions should promote effective use of land in meeting the need for homes and other uses while safeguarding and improving the environment and ensuring safe and

healthy living conditions". Paragraph 118 (d) states that "Planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively".

6.4 The application site is located in a Primarily Residential Area, as shown on the Proposals Map of the Watford District Plan, where residential development is acceptable in principle.

6.5 The existing buildings are not listed or located within a designated conservation area and, so, the demolition of the buildings for redevelopment is considered acceptable in principle.

6.6 The redevelopment of this site would constitute development of a brownfield site within the built-up area of Watford in a sustainable location. The proposal would provide a net increase of 7no. dwellings which is considered to comply with Policy HS2 of the Core Strategy.

6.7 Sustainable development underpins planning policy from a local to national level, which includes the creation of residential accommodation and it is considered that the proposed development would align with, and support, these policy objectives.

6.8 <u>(b) Scale and Design</u>

6.9 The immediate area surrounding the application site consists predominantly of residential uses, with a consistency in terms of building design and scale. Semi-detached and terraced dwellinghouses feature nearest to the application site along King George's Avenue. Immediately adjacent to the north of the application site lies a 3-storey flatted block of relatively recent construction. Towards the eastern end of King George's Avenue the building typology becomes more varied with a mix of flatted developments and terraced housing occupying plots of varied size.

6.10 The proposed building would have three storeys. It would have a width of 21 metres and a staggered depth of between 9.9 and 21 metres. The building would have a flat roof with parapet to a height of 9.8m.

6.11 The two ground floor dwellings facing King George's Avenue would have private street entrances which creates an active street frontage to the building at ground floor level. All other dwellings would be accessed via the communal main entrance on King George's Avenue and the secondary entrance to the northern side elevation.

6.12 The building would be finished in a dark red and brown stock brick mix in a Flemish bond to correspond with the locality, with smooth finish concrete copings and lintels in a sand colour to contrast and add detail to the front elevation. Elements of projecting brickwork with alternate beds on the front elevation would create a textured appearance and emphasise banding. Inset balconies are shown to each unit to the front elevation. Windows are shown to be recessed, to give depth to the elevations, with black finished uPVC window frames and black metal rainwater goods. Updated CGIs have been prepared and submitted (which are included in the appendix) to illustrate the proposed design in the context of the streetscene. Overall, it is considered the proposed building will introduce a high quality contemporary building to the streetscene that will complement the character of the area. In order to ensure a high quality appearance, external materials and design details will be secured by condition.

6.13 <u>(c) Quality of Residential Accommodation</u>

6.14 The Nationally Described Space Standards (March 2015) prescribe the minimum internal space standards for new residential development which provide as follows:

- Bedrooms of 11.5sqm and over are considered to be double (2 person) rooms, whereas bedrooms under 11.5sqm are considered to be single (1 person) rooms; and
- Dwellings should provide flexibility by providing at least one bedroom capable of being used and furnished as either a double or a twin room.

6.15 The Nationally Described Space Standards, March 2015 (DCLG) further prescribe minimum unit sizes. The minimum internal space standards set for 2-bedroom, 4-person units is 70sqm and for 3-bedroom, 6-person units is 95sqm.

6.16 All of the proposed dwellings would provide generously-sized living accommodation exceeding the minimum floor areas set out in the nationally described space standards. Storage space provided internally to each unit would also exceed minimum standards, and communal storage is additionally provided in the ground floor lobby area for large /bulky items.

6.17 Each of the units would be provided with private amenity space in the form of balconies and terraces. In addition, an area of communal amenity space is provided to the rear of the development. The two front-facing units on the ground floor would have their own private entrances to the front of the building providing an active frontage to the proposed development, with the remaining flats utilising shared entrance doors to the front and northern side of the building.

6.18 Six of the proposed nine units are dual aspect, with the three proposed single-aspect units west-facing. It is considered that all units will have acceptable levels of outlook, natural light ingress, ventilation and privacy. Overall, it is considered that the proposed dwellings will provide good quality, flexible accommodation to meet the needs of future occupiers.

6.19 (d) Impact upon Neighbouring Residential Amenity

6.20 Development is expected to be cognizant of the impacts that it may generate so as to avoid unreasonably reducing the level of amenity available to either the application site itself or its surroundings.

6.21 The nearest properties to the application site are the 3-storey flatted block adjacent to the north (Hanover Court), No. 95 King George's Avenue, a two-storey semi-detached property adjacent to the south of the site, and to the east of the site, separated by the existing access and car parking area serving Hanover Court, No. 83 King George's Avenue, which is a two-storey semi-detached dwellinghouse. At the rear, to the west of the site, along Cassiobridge Road, lie two-storey terraced dwellinghouses.

6.22 The siting of the proposed block is such that it would be in a linear arrangement with the adjoining properties, with its front elevation set back approximately 1.9m from No's 95-97 King George's Avenue and set forward approximately 6.5m of Hanover Court. The rear elevation of the proposed block would align with the rear built form of Hanover Court and project approximately 13.7m from the rear built line of No's 95-97 King George's Avenue.

6.23 The proposed block would have a separation gap of between 2.8m and 7.2m from Hanover Court and leave a separation gap of 4.5m from the side elevation of No 95 King George's Avenue. Hanover Court has some small, secondary side facing windows to each floor. No. 95 King George's Avenue does not have any side facing windows, all windows to this property face to the front or rear overlooking the garden areas. There are no side-facing windows proposed to the flatted block and so there would be no resultant loss of privacy to adjacent properties.

6.24 The proposed building is positioned at a distance of 22.6m at its closest point from the rear built form of the terraced dwellinghouses along Cassiobridge Road. It is acknowledged that this does not fully meet the guidance of 27.5m back to back separation distance between existing and proposed dwellings as set out in the Residential Design Guide. However, the proposed block does maintain the existing relationship between properties as the adjacent flatted block and would project no further into the rear garden space or closer to the

houses on Cassiobridge Road, therefore the relationship is not materially different or harmful than that which exists to those properties along Cassiobridge Road. The built form of the proposed block would be set at a distance of 13.8m from the rear garden boundaries of the properties fronting Cassiobridge Road. Some overlooking of the rear part of the garden areas of these properties will result from the proposals. However, this is typical in urban areas and is not considered to be unreasonably harmful.

6.25 The applicant has submitted a daylight / sunlight report as part of the application proposals which assesses the impact on light to neighbouring properties. The proposed development would meet the British Research Establishment's (BRE) guidelines for daylight, sunlight and overshadowing. Of the neighbouring properties assessed, Hanover Court would suffer small reductions in light levels to the small side windows, however, daylight distribution and vertical sky component for all windows assessed would meet the BRE guidelines.

6.26 Overall, the proposed development would comply with the daylight, sunlight and privacy guidance outlined in section 7.3 of the Residential Design Guide.

6.27 <u>(e) Highways, Refuse & Recycling Provision</u>

Access

6.28 Vehicular and pedestrian access to the site would be gained via King George's Avenue. The existing site access is proposed to be altered to accommodate the proposed development, specifically with a reduction in the length of the dropped kerb which is acceptable. Swept path diagrams have been submitted which demonstrate that vehicles will be able to enter and exit in a forward gear.

Car Parking

6.29 The proposal would incorporate 9no. on-site car parking spaces (that is, 1no. space per unit). The proposed car parking spaces are arranged to the front of the proposed block. The car parking is divided into small blocks of spaces with gaps and soft landscaping between spaces to lessen its visual dominance.

6.30 The Watford District Plan states maximum parking standards within Appendix 2 and specifies the following maximum standards for residential development proposals within Zone 3:

- 2-bed units = 1.5 spaces per dwelling
- 3-bed units = 2.25 spaces per dwelling

6.31 Applying the above requirements, the maximum parking provision for the development should not exceed 19no. spaces. The quantum of car parking spaces proposed to serve the development would fall within the maximum parking standards and is considered to be a reasonable level of provision.

6.32 Hertfordshire County Council have been consulted and have raised no objection to the scheme. Highways officers consider that the scheme would not result in a significant impact upon the local road network.

Cycle Parking

6.33 Plans depict 18no. cycle spaces for the proposed 9no. units within an internal store at ground floor. The proposed siting of this store allows for ease of movement of cycles to and from the public highway. The application also proposes a separate external store comprising of 14no. cycle spaces along the western side boundary of Hanover Court, for the use of residents of Hanover Court. The Council would expect this external store to be lockable and a condition is included in section 8 to ensure details of enclosure and materiality are submitted to the Council for approval prior to occupation of the proposed development.

Refuse/Recycling

6.34 A fully enclosed communal brick refuse/recycling store is shown to be positioned to the front of the proposed development near to the site entrance. The proposed siting is considered to be convenient for residents and waste operators to access. Refuse collection will be made off King George's Avenue, in a similar arrangement to neighbouring properties. Details of this refuse store will be secured by way of condition.

6.35 <u>(f) Landscaping</u>

6.36 Landscaping measures are proposed to the front and rear of the proposed flatted block. Permeable surfacing is proposed to the front for the parking spaces, access and footpaths. Trees will be planted in grilles with adequate protection from vehicle impact and will be planted in pits to limit their final size of growth.

6.37 A condition is included in the recommendation that the applicant provides further details of the proposed hard and soft landscaping prior to commencement of the development.

6.38 <u>(g) Community Infrastructure Levy (CIL)</u>

6.39 The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the Council's Regulation 123 list, including highways and transport

improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted. The CIL charge applicable to the proposed development is circa. £157m² (including indexation).

7. Consultation Responses Received

7.1 Statutory Consultees and Other Organisations

Name	Officer's Comment
Hertfordshire County Council Highways Team	No objections to the scheme, subject to the imposition of a number of conditions and informatives. The suggested conditions have duly been attached to the recommendation to grant planning permission.
Thames Water	No objections to the scheme, subject to the imposition of a number of informatives.
Hertfordshire Police (Crime Prevention Team)	No objections to the scheme.

7.2 Internal Consultees

Name	Officer's Comment
Waste and Recycling Team	Confirmation of refuse / recycling requirements.
Environmental Health	No objections subject to the imposition of a condition relating to any unexpected contamination. The recommended condition has been attached.

7.3 **Interested Parties**

Letters were sent to 101no. properties in the surrounding area. Responses have been received from 64no. properties. 101no. properties were re-consulted on the amended scheme; revisions included:

- Reduction in height of parapet;
- Removal of side-facing windows and terraces;
- Separation and re-siting of cycle store provision for application building and neighbouring apartment block;
- Reconfiguration of common parts to include removal of lift and introduction of increased resident storage areas;
- Reconfiguration of car parking layout to improve relationship with front elevation of the proposed building and the introduction of trees to break up/soften car parking area;
- Changes to elevational detailing and materials

The re-consultation elicited a further 26no. representations. The main comments are summarised in the table below (the full comments/letters are available to view online). The application hereby put forward includes a further set of revisions. These were not subject to another round of consultation on the basis that these revisions were relatively minor in nature, relating to the change from projecting balconies to inset balconies to the front elevation and small changes to the front boundary treatment to include increased soft landscaping in the form of hedging to the front and dwarf brick wall behind. It is considered these changes improved the scheme but did not directly address the main grounds of objection.

Comments	Officer's Response
Overdevelopment / too many flats	The principle of development is considered acceptable as explained in section 6 (a) of this report. The density of the proposal is considered to be compatible with the general scale and design of neighbouring properties and all of the proposed flats would provide internal floor areas which exceed minimum space standards and provide direct and communal

	amenity space. The proposals are not considered to represent overdevelopment of the site.
Exacerbation of on-street car parking pressures and highways concerns	The Highway Authority has not raised concerns or objections in relation to traffic generation or road safety. Maximum parking standards seek to prevent increased traffic generation. The provision of a total of 9no. parking spaces to serve the development is in accordance with policy. See paragraphs 6.28-6.32, above, relating to access and parking provision.
Height of proposed development	The proposed height at 3-storeys is considered acceptable. Officers advised during the assessment of the previous application (ref: 20/00969/FULM), which was withdrawn by the applicant, that the four-storey building should be reduced in height. During the lifetime of this application, at the request of officers, the parapet height has been reduced so as to appear less dominant. See section 6 (b) above, relating to scale and design of the proposed development.
Loss of light, privacy and overlooking to neighbouring properties	The proposal has been designed so as not to give rise to any significant or unacceptable loss of amenity, privacy or outlook to the surrounding properties. See section 6 (d) above, relating to impacts on surrounding properties.
Impact on drainage system	Thames Water has been consulted and has not raised any objections to the proposed development.

Pressure on local services	The proposed development is CIL (Community Infrastructure Levy) liable. This levy is used to help the local authority to deliver the infrastructure needed to support development in the borough.
Impact upon property values	This is not a material planning consideration in the assessment of planning applications.
Noise and disturbance resulting from construction activity	The Environmental Protection Act, the Control of Pollution Act and the Highways Act control the matters of disruption raised and an informative is attached to this effect. Any disruption during construction works would be temporary and a construction management plan would be secured by way of condition.

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 hereby permitted shall be carried out in accordance with the following approved drawings:

   045-PL_07A-Rev D – Proposed Elevations
   045-PL_08-Rev C – Proposed Elevations
   045-PL_03-Rev C – Proposed Ground Floor Plan
   045-PL_04-Rev C – Proposed First Floor Plan
   045-PL_05-Rev C – Proposed Second Floor Plan

045-PL_06-Rev C – Proposed Sections AA & BB
045-PL_02-Rev C – Proposed Site Plan
045-PL_07C-Rev A – Proposed Detail Part Sections
045-PL_07A-Rev C – Proposed Detail Part Elevation
045-PL_00 – Site Location Plan

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

3. No development on site shall commence until a construction management plan setting out details of any demolition works, removal of materials from site, parking for all contractors, subcontractors, visitors and delivery vehicles, storage of materials and to ensure that King George's Avenue shall be maintained available for use at all times during the period of site works, has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented at all times during development works.

   Reason: To minimise danger, obstruction and inconvenience to users of the highway, and for the free and safe movement of vehicles. This is a pre-commencement condition to ensure that the proposed measures during construction are satisfactory and are agreed with the Local Planning Authority before construction commences.

4. No development on site shall commence until an ecological and biodiversity assessment (including a bat survey undertaken between May and August inclusive) has been carried out by a suitably qualified ecologist to assess the existing buildings on site and the wider site to identify the presence of any protected species within the site. In the event that protected species are identified, the survey report shall include a scheme of mitigation measures to protect any such species affected by the development. The scheme of mitigation shall thereafter be implemented in full accordance with the approved details prior to any works being carried out on the site and within the constraints of any relevant European Protected Species licence.

   Reason: To ensure that the development does not result in adverse impacts to any ecology / habitats which may be present on the site in accordance with legislation. This is a pre-commencement condition to ensure that the proposed mitigation measures are adequate and have been agreed with the Local Planning Authority before demolition and construction works commence.

5. No construction works above ground level (excluding demolition works) shall commence until details of the materials to be used for all the external finishes of the building, including walls, roof, doors and windows, have been submitted

to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

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

6. No construction works above ground level (excluding demolition works) shall commence until full details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority.

   As part of this, a planting plan should be submitted, showing the areas to be planted with different plant material at an appropriate scale on a plan, a schedule should also be provided to cover this information:

   - name of plant (English and/or Latin names)
   - number of plants in each specific planted area (or location and number of trees)
   - size of plants to be planted, whether bare-root or container grown
   - density of plants to be planted – how many plants per sqm of planted area, in the case of plants other than trees

   The plants should be selected to enhance local biodiversity and native species. The approved soft landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

7. 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: 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.

8. No dwelling shall be occupied until details of the cycle stores and refuse stores have been submitted to and approved in writing by the Local Planning Authority and such stores have been constructed in accordance with the approved drawings. The stores shall be retained as approved at all times thereafter.

   Reason: To ensure adequate facilities are provided for the future occupiers, in accordance with saved Policies SE7 and T10 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

9. Prior to first occupation of the development, the existing vehicular access point, with a significant reduction in the length of the dropped kerb off King George's Avenue shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway, verge and highway boundary, in accordance with the approved drawings.

   Reason: In the interest of pedestrian safety.

10. Prior to first occupation of the development, the new access road and the parking/turning areas hereby approved shall be surfaced in hard surfacing being made of porous materials or tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge onto the highway.

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

11. No dwelling shall be occupied until details of a communal terrestrial television aerial(s) and satellite dish(es) have been submitted to and approved in writing by the Local Planning Authority.

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

12. For the avoidance of doubt, no communications development permitted by Classes A, B or C of Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) shall be undertaken on the building hereby approved.

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

13. No part of the flat roof of the development hereby permitted shall be used as a terrace, balcony or other open amenity space.

    Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Informatives

1. IN907 - Positive and proactive statement - GRANT
2. IN910 - Building Regulations
3. IN912 - Hours of Construction
4. IN909 - Street Name and Numbering
5. IN913 - Community Infrastructure Level Liability
6. IN808 – Vehicular Crossover
7. HIGH – Storage of Materials – Highway
8. OBSHIG – Obstruction of the Highway
9. MUD – Mud on highway

CGI – Proposed Front Elevation

CGI – Proposed Side Elevation

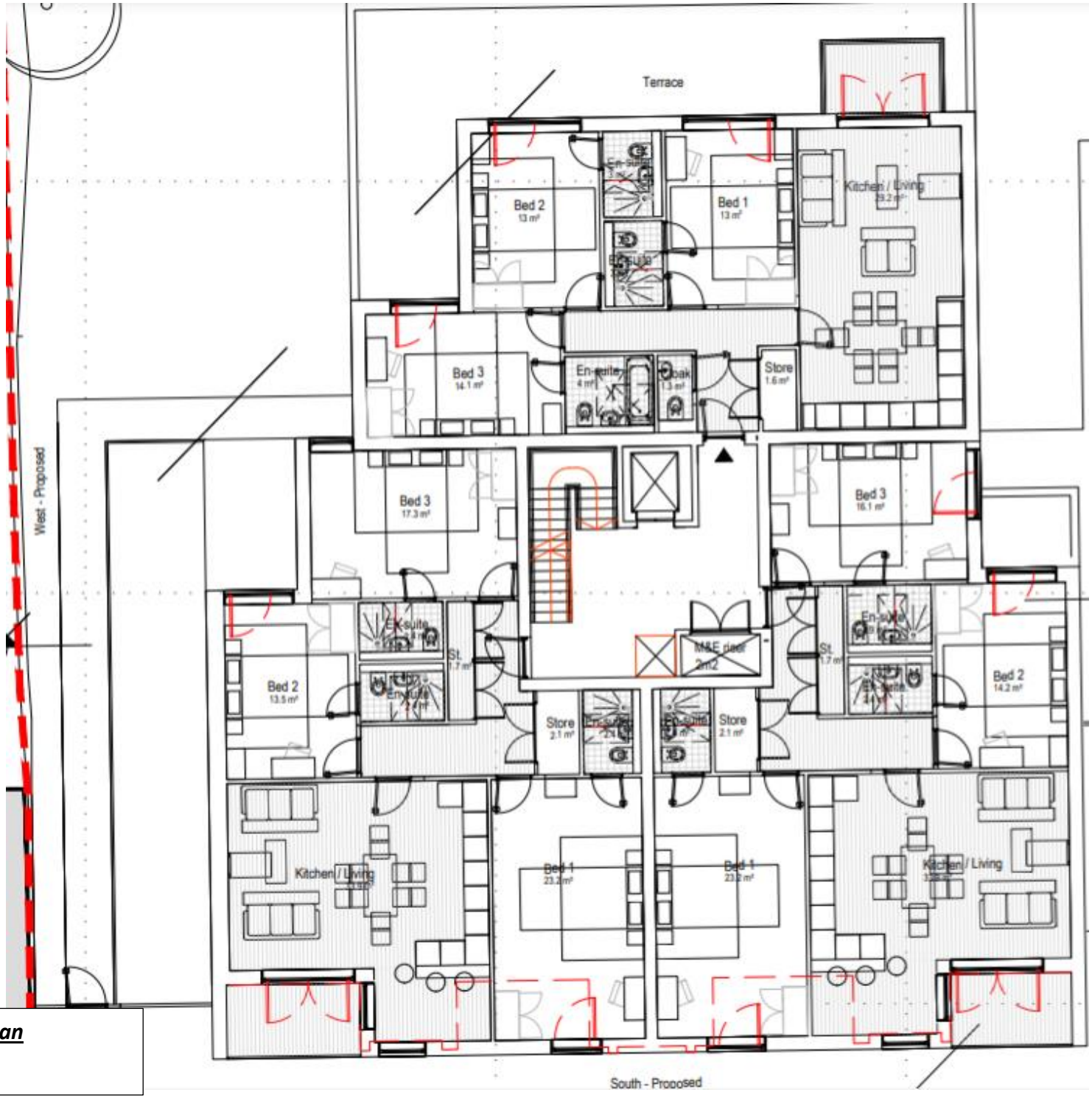
Aerial View

Proposed Site Plan

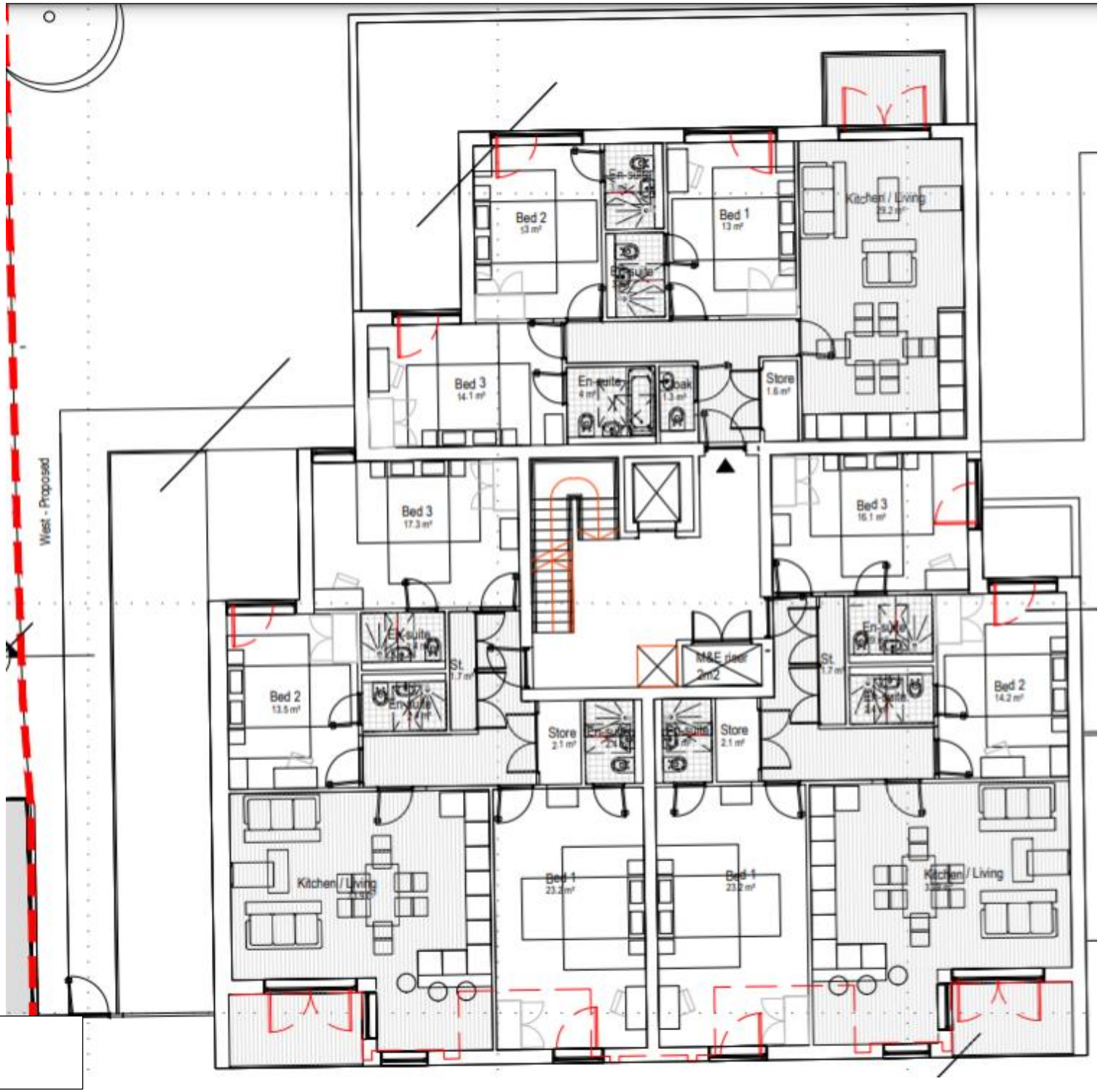
Proposed Front and Rear Elevations

Proposed Side Elevations

Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Second Floor Plan