



**WATFORD
BOROUGH
COUNCIL**

DEVELOPMENT MANAGEMENT COMMITTEE

11 January 2022

7.00 pm

Town Hall, Watford

Contact

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Publication date: 20 December 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.

1. Apologies for absence

2. Disclosure of interests

3. Minutes

The [minutes](#) of the meeting held on 7 December 2021 to be submitted and signed.

4. 21/01770/GPDO16 - Grass Verge, North Orbital Road (Pages 5 - 14)

5. 21/01493/FUL Cassiobury Junior School (Pages 15 - 23)

6. 21/01605/VARM 1-5 Faraday Close And 1-6 Greenhill Crescent Watford (Pages 24 - 45)

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.

Committee date	Tuesday, 11 January 2022
Application reference	21/01770/GPDO16 - Grass Verge, North Orbital Road
Site address	
Proposal	Application for prior approval for the siting and appearance of a new 20m high monopole 5G telecommunications mast with built-in cabinet and 3no. separate equipment cabinets (colour Green RAL6009) positioned alongside existing street furniture and on grass verge
Applicant	Three
Agent	Dot Surveying Limited
Type of Application	Prior approval
Reason for committee Item	Potential number of objections
Target decision date	31 January 2022
Statutory publicity	Site notices and public advertisement (both 10.12.2021)
Case officer	Paul Baxter, paul.baxter@watford.gov.uk
Ward	Stanborough

1. Recommendation

That prior approval be granted subject to the conditions set out in Section 8 of the report.

2. Site and surroundings

- 2.1 The site is located on the south side of North Orbital Road, a short distance to the east of the Sheepcot Lane junction and on the approach to the 'longabout' at this junction. Holme Lea, a short cul-de-sac of 6 houses, is located a short distance to the east of the site. North Orbital Road (A405) is dual carriageway with a central reservation. The southern side of the highway at this point comprises a large parking lay-by, grass verge, footpath and belt of mature trees (16-18m high). The highway boundary and belt of trees adjoin the rear garden boundaries of properties in Lamb Close (Nos. 9-23, odds) and Sheepcot Lane (Nos. 102-114, evens). Opposite the site on the north side of North Orbital Road is the Woodside Leisure Park and the residential development of Frelford Close.
- 2.2 The site itself comprises a small area of the grass verge, adjoining the footpath, located at the western end of the lay-by.

- 2.3 The site is not located in a designated conservation area or other Article 2(3) land and is not subject to an Article 4 direction.

3. Summary of the proposal

3.1 Proposal

- 3.2 Application for the prior approval of the siting and appearance for a new 20m high monopole mast for a 5G (fifth generation) communications system and associated cabinets, under Schedule 2, Part 16, Class A of the Town and Country Planning (General permitted Development) Order 2015 (as amended).

3.3 Conclusion

The proposal will enable the applicant to provide new 5G capacity, as well as 3G and 4G services, as part of their existing network in this area. The proposal complies with the ICNIRP Public Exposure Guidelines, is in accordance with the NPPF and is not considered to have any significant adverse impacts on the character and appearance of the locality or on surrounding properties. It is therefore recommended that the application be granted, subject to the conditions set out in the recommendation.

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.

5. Relevant site history/background information

- 5.1 There is no relevant planning history for this site. This will be a new telecommunications base station.

6. Main considerations

- 6.1 The only matters that can be considered in applications for prior approval under Part 16, Class A are the siting and appearance of the proposed mast.
- 6.2 Chapter 10 of the NPPF 2021 sets out the Government's policy regarding high quality communications. The following paragraphs set out the approach LPAs should take to applications:

114. Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).

115. The number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing masts, buildings and other structures for new electronic communications capability (including wireless) should be encouraged. Where new sites are required (such as for new 5G networks, or for connected transport and smart city applications), equipment should be sympathetically designed and camouflaged where appropriate.

116. Local planning authorities should not impose a ban on new electronic communications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of electronic communications development, or insist on minimum distances between new electronic communications development and existing development.

118. Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.

- 6.3 High speed, high capacity, digital technology is seen as essential to the future growth and economic prosperity of the country, increased social inclusion and a sustainable society and is advocated and promoted by various Government departments.
- 6.4 The applicant has submitted a supporting statement with the application and also details of the operation of 5G networks. The following is a brief summary of the 5G operating system:

“5G operates across multiple spectrums and therefore requires additional antennas and new equipment cabinets. The signals that are broadcast are more prone to the shadowing effect of adjacent buildings or structures, and

the effect of tree canopies reducing the broadcast range and effectiveness of the antennas. Consequently, the height of the 5G antennas needs to be sited to avoid such obstacles and this in part dictates the height of the new streetworks monopoles.

“The higher frequencies that 5G will use can provide more bandwidth and thus greater capacity but the signal will not travel as far as those of previous generations. The implications to the built environment will be that more infrastructure is needed with a significant increase in capital required. In order to meet future demands for connectivity the new installations will have to be designed to optimise the network and thus provide a public benefit in addition to the existing telecoms generations and frequencies used. Additional structures and ancillary equipment on existing sites will also be complemented by new sites and it is anticipated that in high demand areas such as city centres further new installations will be required.”

- 6.5 The proposed new mast reflects the greater scale anticipated for 5G masts. It has been designed to be as slimline as possible, following the general principles adopted for earlier generation masts, although is wider than earlier generations of mast due to the greater height of the mast and the size of the antennas. The mast is not stated to be coloured although it is considered that its visual impact could be mitigated in this location by being painted green rather than the standard light grey colour. The standard Highway Authority colour for lampposts is Sherwood Green and this is considered an appropriate colour in this case.
- 6.6 Orbital Road Road is a main distributor road (A405) carrying traffic through the north of the borough between the M1 and M25 and is, in this respect, an ideal location for a telecommunications mast. Indeed, a number of telecommunication masts already exist along the North Orbital Road serving the adjacent residential areas as well as the road corridor itself. The site is not within a conservation area or other designated area and there are no listed buildings in the local area. Given the greater susceptibility of 5G signals to shadowing effects, the relatively open position will be advantageous in minimising the height of the mast. Whilst the mast will be visible along the North Orbital Road, it will be seen in the context of the existing belt of mature trees and also the existing 10m highway lampposts. In this context, it is not considered that the visual impact to the locality would be so harmful to merit a reason for refusal and withhold prior approval.
- 6.7 The mast will be directly visible from the adjacent houses and their garden areas in Lamb Close that back onto the site and also from houses in Frelford Close on the opposite side of North Orbital Road. In respect of the Lamb Close

properties, these are detached, two storey houses with 10m deep gardens. At its closest point, the mast will be sited 28m from the nearest house. However, its visual impact will be mitigated to a significant degree by the belt of mature trees, which contains trees upto 16-18m high, and its slender design. The mast can also be coloured as discussed above. As such, the mast will be seen alongside the vertical trunks of the trees. Only the antennas would protrude above the trees but this view would be more limited from ground level by the height of the trees and the angle of view, particularly when the trees are in leaf. The mast and antennas will be more visible during the winter months.

- 6.8 The houses in Frelford Close are located between 50-100m away from the site of the mast. Those houses with a direct view from their front windows are located over 85m away. Views from these houses will be across the wide North Orbital Road with the mast seen against the backdrop of the tree belt.
- 6.9 In conclusion, it is considered that the proposed mast will have no significant or harmful impact on the outlook from surrounding residential properties.
- 6.10 In respect of alternative options, there are no existing masts in the vicinity of the site that could be used to provide coverage to the area required. Even so, the height of any shared mast would still need to be at least 20m high and potentially even higher if other systems were accommodated. Given the shorter distances covered by 5G signals and smaller coverage generally, 'infill' masts such as this will be increasingly required in order to provide comprehensive 5G network coverage. The proposed location avoids the need for the mast to be located on a residential road within the coverage area and provides safe and convenient access from the lay-by for installation and maintenance.
- 6.11 Overall, it is considered that the proposed siting on a main distributor road and alongside a belt of trees is the most appropriate to provide coverage to the surrounding residential area and along the road corridor itself. It will have no harmful impacts on the streetscene or surrounding area or on the amenities of surrounding properties. Whilst the proposed mast will be visible from surrounding properties, it is considered that the siting of the mast and its distance from these properties would not have a direct or significant harmful impact on the outlook of these properties that would merit a refusal of the application.
- 6.12 The proposed equipment cabinets are less than 2.5 cubic metres in volume and do not require prior approval.

- 6.13 Potential health impacts of electromagnetic radiation (EMR) has been raised by a number of objectors. Government advice in the NPPF is clear that local authorities should not set health safeguards different from the International Commission guidelines for public exposure. Health impacts are a matter for Public Health England and are not a matter that can be considered in determining an application for prior approval, which are legally restricted to the matters of siting and appearance.

7. Consultation responses received

7.1 Statutory consultees and other organisations

None required.

7.2 Internal Consultees

None required.

7.3 Interested parties

Letters were sent to 68 properties in the surrounding area. At the time of preparing this report no objections had been received. All responses received will be reported at the committee meeting.

8. Recommendation

That prior approval be granted subject to the following conditions:

Conditions

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

Reason: To comply with the requirements of Schedule 2, Part 16, Class A, paragraph A.3(11)(a) the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

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

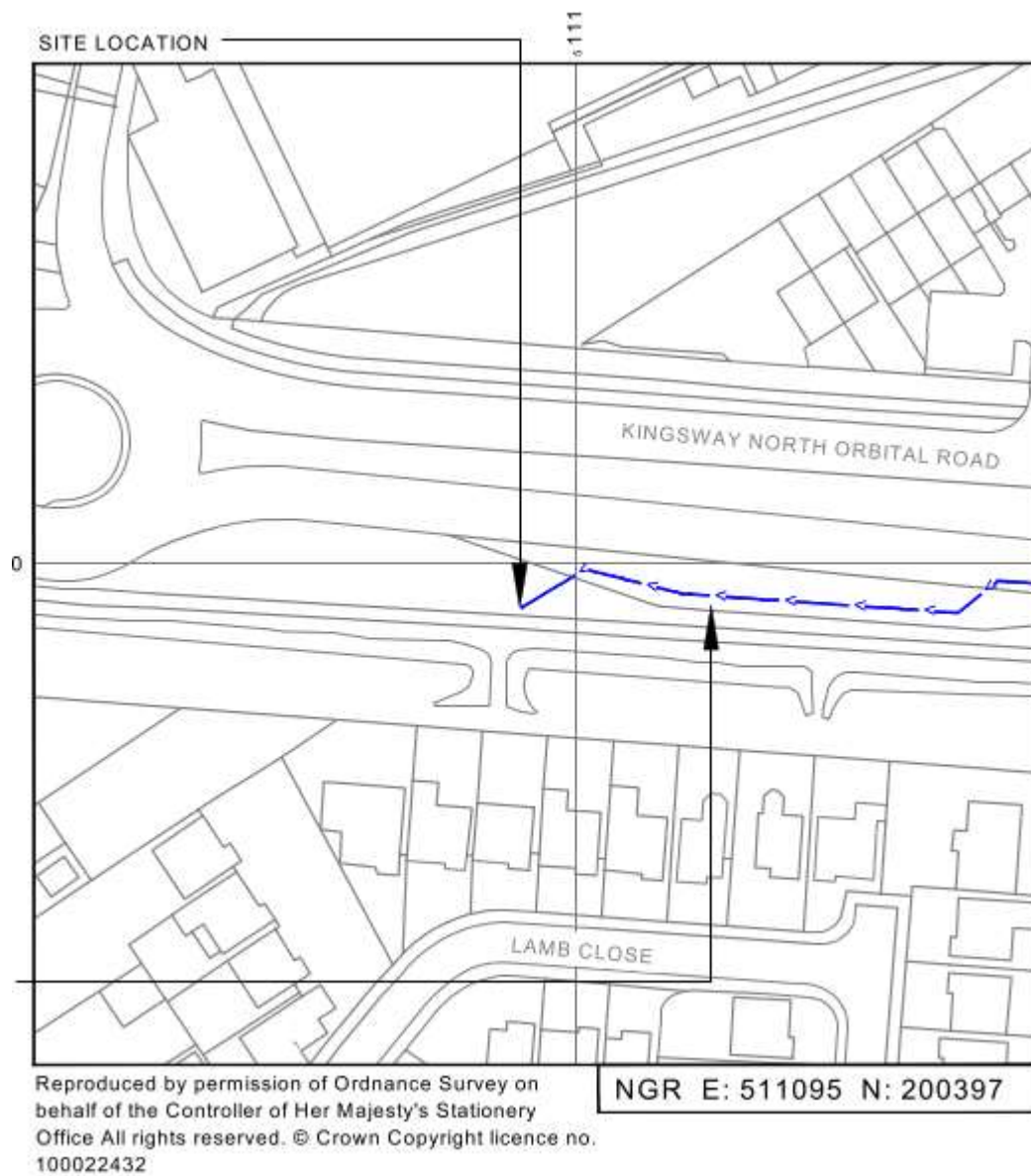
Master Drawing No. WFD19881_PLANNING_REV_A
002 Site Location Plan
005 Crane Location
100 Existing Site Plan
150 Existing Site Elevation

215 Proposed Site Plan
265 Proposed Site Elevation

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

3. The mast shall be coloured Sherwood Green (BS 12 D 45) (unless otherwise agreed in writing by the Local Planning Authority) and shall be retained as such at all times.

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



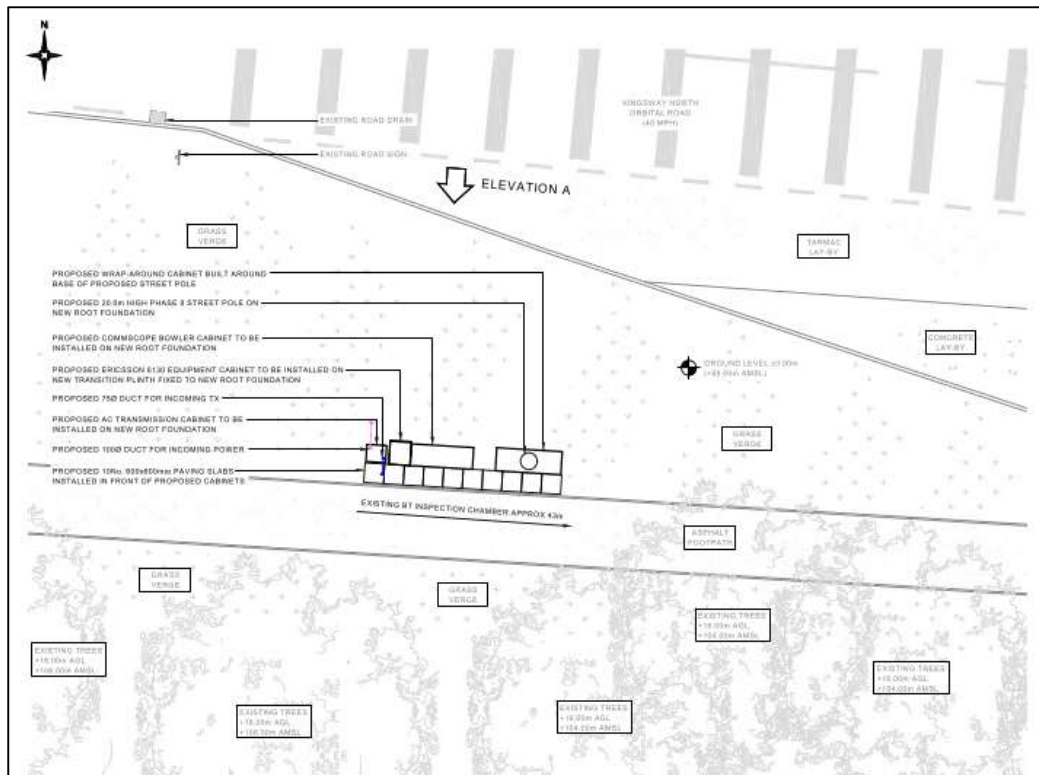
Site location plan



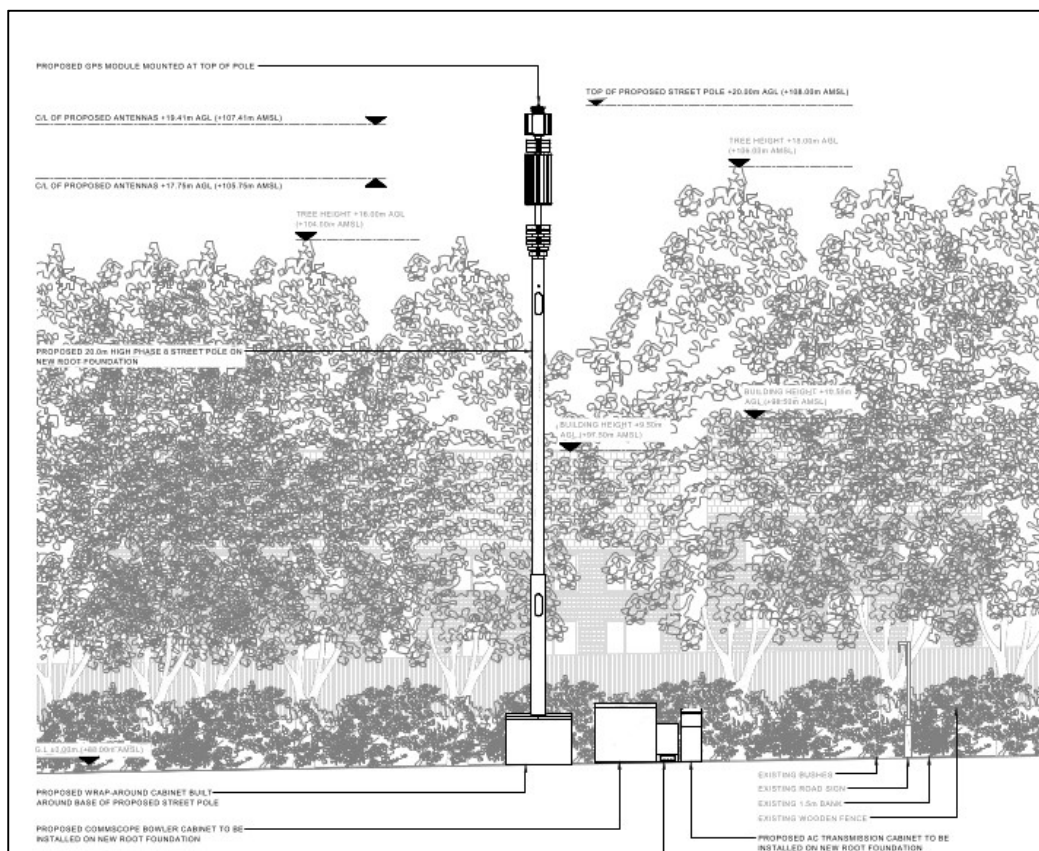
Aerial view (Google)



Street view (Google)



Proposed site plan



Proposed site elevation

Committee date	11 January 2022
Application reference Site address	21/01493/FUL – Cassiobury Junior School, Bellmount Wood Avenue, WD17 3PD
Proposal	Erection of new build small multi use activity area for children's well being
Applicant	Mr Keith Anderson
Agent	N/A
Type of Application	Full Planning Permission
Reason for committee Item	Number of Objections
Target decision date	14 January 2022
Statutory publicity	Neighbour letters
Case officer	Sam Oguz, sam.oguz@watford.gov.uk
Ward	Park

1. Recommendation

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

2. Site and surroundings

- 2.1 The application site comprises Cassiobury Junior School, it is approximately 1.0 hectare and located at the western part of the Park Ward. The school was built, along with most of the Cassiobury Estate, in the 1950s. It has been expanded on over recent years and contains various ancillary facilities. These include, netball courts, playgrounds and a playing field. The main entrance to the school is off Bellmount Wood Avenue, with another entrance available on Capelvere Walk. To both the south and east of the site are a number of larger detached and semi-detached properties on Bellmount Wood Avenue, Langley Way and Capelvere Walk. To the north and west are Cassiobury Infant School, Fullerians Rugby Club and Sun Postal Football Ground. These were built around the same time and have retained their respective uses. The proposal will be situated in between the existing netball court and playing field within the school site.
- 2.2 The site is not in a conservation area nor does it affect the setting of a listed building.

3. Summary of the proposal

3.1 Proposal

This proposal is for the erection of a multi-use games area (MUGA), located within the school grounds. The area will measure 37m x 18.5m and will be contained within a 3.0m high metal fence. This will be used by children attending the school and by existing clubs that are already associated with the school (Beavers, Cubs, after school clubs, etc).

3.2 Conclusion

The proposal is deemed to be an ancillary use to the existing school and would provide an enhancement of the current facilities. It is unlikely to significantly increase the noise pollution from the site as it is a significant distance from residential properties. It would not give rise to an increase of people on the site so is unlikely to be a contributor to any additional parking related issues.

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.

5. Relevant site history/background information

- 5.1 The school has had various permissions over the past decades in relation to both extensions and the addition of new class rooms. The site of the proposal was previously a swimming pool (75/00140/CC), this has since been filled in and the area remains underutilised.

6. Main considerations

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

- (a) Principle of development
- (b) Scale, design and impact on the character and appearance of the area
- (c) Impact on neighbour amenity
- (d) Traffic, highways and parking impacts.

- 6.2 (a) Principle of the development

The current use of the site is as a school (Use Class F.1). It has always been a school and this will remain unchanged as a result of this proposal. The addition of a MUGA is an ancillary use of the school and would be an enhancement of the existing facilities. The current space is not fully utilised by the school and the addition of this facility is justified as an enhancement to the school facilities.

- 6.3 It is considered that that the principle of the proposed MUGA on a school site is acceptable.

- 6.4 (b) Scale, design and impact on the character and appearance of the area

The proposed MUGA will be 37m x 18.5m with a 3.0m tall green metal fence. The school itself is a complex of existing single storey buildings and at 3.0m high this proposal would not appear as visually intrusive. It will be set back from the highway (Bellmount Wood Avenue) by around 50m and have little impact on the character and appearance of the surrounding area. The views of the proposal will also be restricted as there is a large hedgerow on the boundary of the school and as the school land slopes away from Bellmount Wood Avenue its height and size would further mitigate views.

- 6.5 In terms of scale, the proposal is not excessively large and is of a justifiable size for the size of the school grounds and surrounding area. It is in keeping with the type of development seen at other schools and sports facilities.

- 6.6 (c) Impact on neighbour amenity

Despite several neighbour objections against this application, the MUGA is set back far enough from the street that it would not give rise to any additional impact on neighbours. Whilst there are concerns about additional noise, there is an existing sports pitch that is in between the proposal and the nearest properties which would already produce some noise.

6.7 The MUGA will cause no loss of light and no loss of outlook to neighbouring residents given the scale of the proposal and the separation distance to boundaries. No artificial lighting is proposed limiting the likely hours of operation to daylight hours. This would also ensure no light spillage would occur.

6.8 (d) Traffic, highways and parking impacts.
The current traffic, highways and parking impacts would be unchanged. The site retains the same level of private parking and the surrounding area is not covered by a CPZ which restricts the hours of on-street parking. Despite neighbour concerns, this development is unlikely to have any impact on parking associated issues as the use of the site will be ancillary to the school and it will not result in more cars attending the site.

7. Consultation responses received

7.1 Statutory consultees and other organisations

None.

7.2 Interested parties

Letters were sent to 48 properties in the surrounding area. Individual responses have been received from 2 nearby addresses. Additionally, there has been a petition signed by 17 individuals (14 households) objecting to this application.

The main comments are summarised below, the full letters are available to view online:

Comments	Officer response
Additional parking and traffic considerations	See paragraph 6.8 of this report.
Noise pollution from the proposal	The site will already give rise to some noise due to its use as a school and the addition of this MUGA is unlikely to result in harmful noise disturbance.
Use of the site as a commercial venture for the school	The school has confirmed that the proposal would enhance existing facilities for use of the school and existing clubs and is not intended to attract additional users to the site.

8.0 Recommendation

8.1 That planning permission be granted subject to the following conditions:

Conditions

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

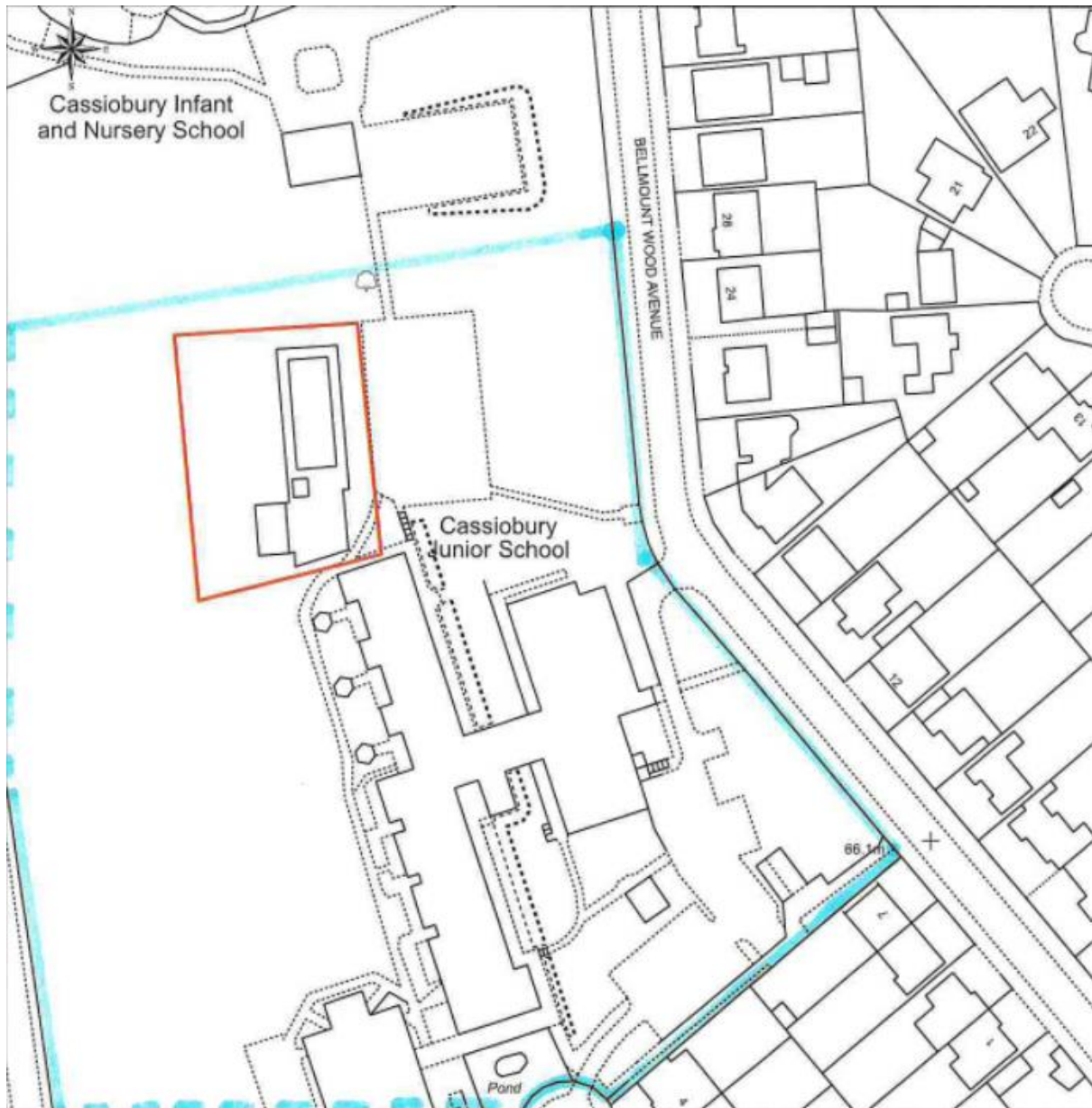
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

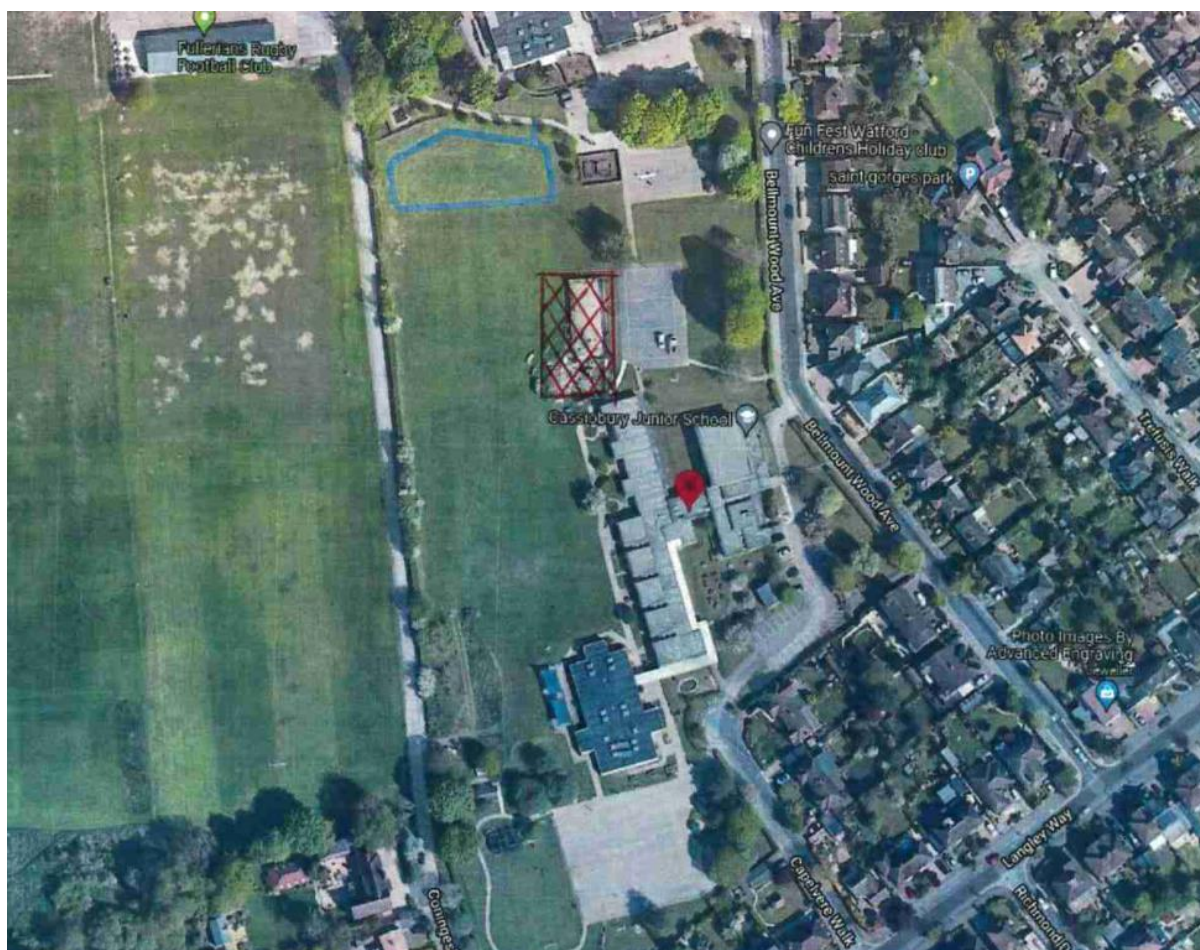
- Drawing Number: CASSIOBURY JUNIOR SCHOOL MUGA POSTER A3
- Drawing Number: CASSIOBURY_MUGA_DWG001-ISO A1(1)
- Drawing Number: Site Location Plan
- Drawing Number: Site Plan Satellite

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

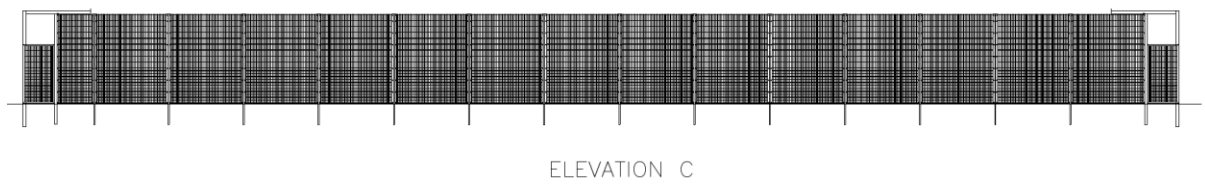
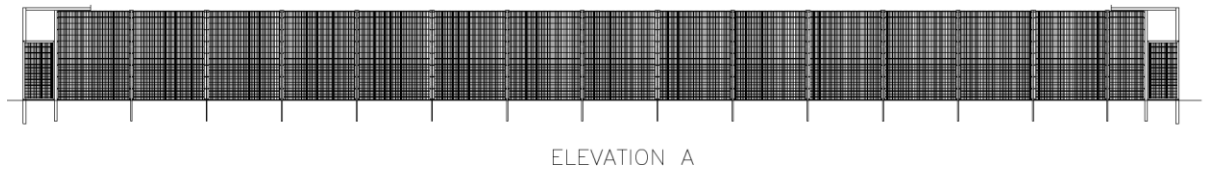
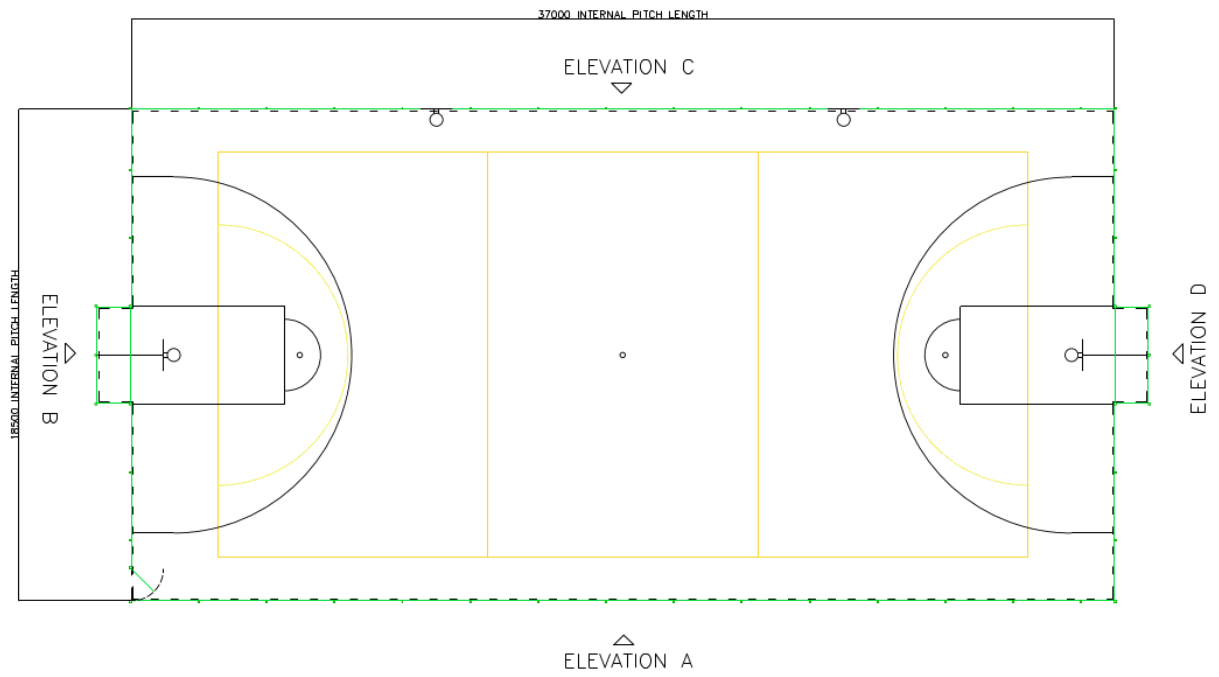
Site Location Plan

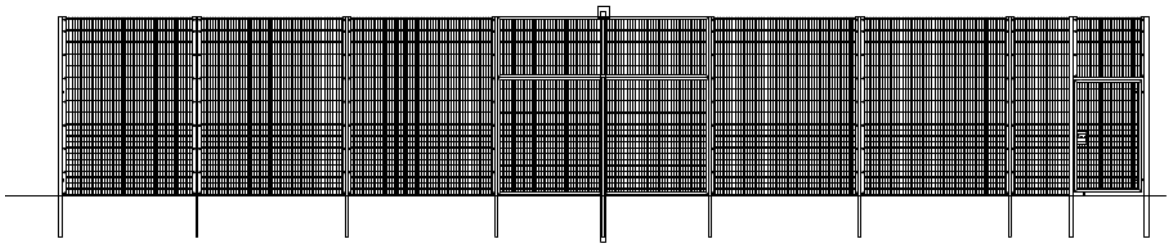


Block Plan

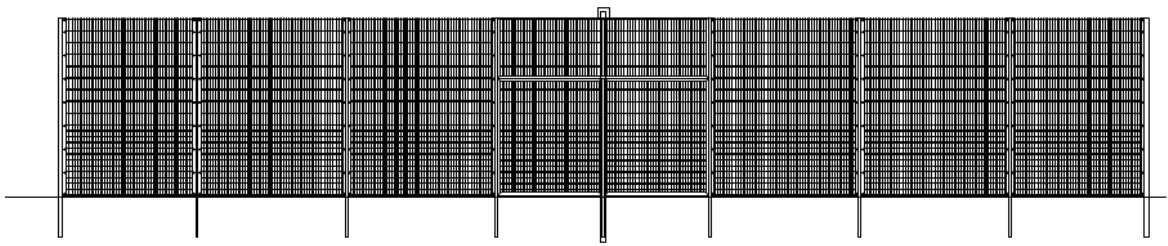


Proposed Plans





ELEVATION B



ELEVATION D



Agenda Item 6

Committee date	Tuesday, 11 January 2022
Application reference	21/01605/VARM 1-5 Faraday Close And 1-6 Greenhill
Site address	Crescent Watford
Proposal	Variation of Condition 2 (Approved Architectural Plans) and Condition 10 (Site Access Road Design Plan) of planning permission 20/01188/FULM.
Applicant	Watford Borough Council
Agent	Firstplan
Type of Application	Section 73 variation application
Reason for committee Item	Major Application
Target decision date	31 January 2022
Statutory publicity	Public advertisement in Watford Observer and site notices
Case officer	Alice Reade, alice.ream@watford.gov.uk
Ward	Holywell

1. Recommendation

That planning permission be granted subject to a Deed of Variation, executed under s106 of the Town and Country Planning Act 1990 (as amended), and conditions, as set out in section 8 of this report.

2. Site and surroundings

- 2.1 The application site is approximately 1.72 hectares in area and is located to the north-eastern corner of the Watford Business Park, a designated employment area. The existing site consists of predominantly single-storey and two-storey brick-built industrial buildings, some incorporating ancillary office space, totalling approximately 4,200sqm of gross internal area. Uses include light industrial, general industrial and storage and distribution uses (formerly Use Classes B1(c), B2 and B8 respectively).
- 2.2 The site is located in Flood Zone 1 with a low probability of flooding. The subject buildings on site are not statutory or locally listed and the site is not located in a designated conservation area. None of the trees on site are protected by tree preservation orders.
- 2.3 To the north and west, bounded by Hatters Lane, lie the industrial buildings and offices of Croxley Business Park. To the south and east lie neighbouring industrial premises of Watford Business Park. Greenhill Crescent, which abuts the eastern boundary of the site, links with Ascot Road that, in turn, leads to

the A412 which provides direct links to Watford Town Centre (eastwards) and towards Rickmansworth (westwards).

3. Summary of the proposal

3.1 Proposal

3.2 A Section 73 application for the variation of Conditions 2 and 10 of permission 20/01188/FULM to amend the approved drawings and approved access for the redevelopment of the site, including demolition and erection of new commercial buildings, to provide a flexible mix of uses comprising: research and development (Class E), light industrial (Class E), general industrial (Class B2), storage and distribution (Class B8), ancillary offices (Class E), standalone cafe (Class E), parking, landscaping and associated works. The approved scheme included a total 7,169sqm gross internal area (GIA) commercial floor area, within up to 16 lettable units across 9 commercial buildings and with 111 car parking spaces.

3.3 The section 73 application seeks to vary the approved scheme by varying conditions 2 and 10, to include the following key changes:

- Total proposed floorspace now proposed at 6,347sqm. This is a reduction of 822sqm (12%) from the approved scheme which had 7,169sqm of new commercial floorspace
- Two pavilion buildings (GW07 and GW08) are omitted
- Minor repositioning and layout changes to other buildings
- Increased car parking spaces with 111 increased by 20 to 131
- Some simplification to external design of warehouse and pavilion buildings
- Some simplification to landscaping

3.4 Conclusion

3.5 The revised proposed development consists of the same uses and is similar in layout, character, scale and design to the approved scheme. There is a modest loss of floorspace in the revised scheme (12% down to 6,347sqm), however, this remains a substantial uplift in quantum and quality to the existing commercial floorspace on site. The proposal would make more efficient use of employment land and would support provision of a range of sizes of premises and flexible commercial / industrial uses for future occupiers.

3.6 Although the scheme has been simplified, it would still provide a much enhanced quality of the commercial accommodation on the site, offering a comprehensive redevelopment of high quality, contemporary industrial units

set in an attractive landscaped setting and with sustainability enhancements for the site. As such, the proposed development is fully in accordance with planning policy and the Council's specified regeneration objectives for this designated employment area.

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.

5. Relevant site history/background information

- 5.1 Conditional planning permission was granted on 6th April 2021 for the redevelopment of the site, including demolition and erection of new commercial buildings, to provide a flexible mix of uses comprising: research and development (Class E), light industrial (Class E), general industrial (Class B2), storage and distribution (Class B8), ancillary offices (Class E), standalone cafe (Class E), parking, landscaping and associated works. (Reference 20/01188/FULM). This permission followed pre-application advice sought in May and August 2020.
- 5.2 Prior to the full permission, outline planning permission (all matters reserved) for up to 8,240sqm of commercial/industrial floorspace (B2/B8) with ancillary first floor office and associated parking and landscaping had been granted on 18.12.2019 (Reference 19/00599/OUTM). This was followed by a subsequent non-material amendment to planning permission reference 19/00599/OUTM which was granted to amend the wording to some of the conditions attached to the outline permission (i.e. conditions 1, 3, 5, 10, 11, 15 and 22) (Reference 20/00900/NONMAT).

6. Main considerations

- 6.1 The main issues to be considered in the determination of these applications are:
- (a) Principle of Development;
 - (b) Scale, Layout and Design;
 - (c) Access, Parking and Highways;
 - (d) Deliveries, Servicing and Refuse/Recycling Arrangements;
 - (e) Landscaping, Public Realm and Ecology;
 - (f) Sustainable Development and Environmental Considerations;
 - (g) Impact upon Nearby Properties

6.2 (a) Principle of Development

The site is located within Watford Business Park which is a designated Employment Area as identified by the Watford District Plan 2000 ('saved' Policy E1) and the Watford Local Plan Core Strategy 2006-2031 (Special Policy Area 6: Western Gateway). Both of these plan policies seek to retain, enhance and increase (former) 'B' Class uses in this area.

6.3 Policy SPA6 of the emerging Final Draft Watford Local Plan identifies the potential of Watford Business Park for major regeneration. Policy EMP 1 of the Watford Core Strategy supports improvements to the quality of the employment stock and identifies a target of delivering between 700 and 3,000 additional jobs in Watford Business Park. The emerging local plan policies echo adopted policy objectives supporting development that makes effective use of land (Draft Policy SS1.1) and supports the established economic function of designated employment sites (Draft Policy EM4.2).

6.4 Paragraph 119 of the NPPF establishes the requirement to make effective use of land by reusing previously developed, brownfield land and buildings. Paragraph 81 sets out that decision-makers should support and create conditions in which businesses can invest, expand and adapt.

6.5 The proposed uses for the development remain as approved and remain in accordance with the employment objectives for the development. It is noted that the amended scheme would see a 12% reduction in gross floor area from the approved scheme however this remains as a notable uplift and enhancement to the existing commercial buildings and is supported to ensure a deliverable scheme of industrial floorspace.

6.6 The amended scheme remains in proposing redevelopment of the underutilised brownfield site and for its continued use as an enhanced form of commercial/industrial development. The proposals are therefore in full accordance with national and local planning policy objectives.

6.7 (b) Scale, Layout and Design

Policy UD1 of the Watford Local Plan Core Strategy 2006-2031 sets out points to consider in achieving high quality design for new development. Development should create high quality new places and should respect and enhance the character of its area.

- 6.8 The amended scheme proposes the omission of two of the small ‘pavillion’ buildings and some minor layout changes to the buildings and landscaping to avoid sewer easements and allow for construction and maintenance. This remains a cohesive and high quality development to allow for access, landscaping and servicing.
- 6.9 All the buildings remain proposed as single-storey structures with internal mezzanine levels and remain of the same overall massing. Although the designs of the buildings have been simplified, these maintain good design including articulation to the buildings to mark key entrances. The consistent façade, material and detailing approach will create a comprehensive business estate. The development would remain in seeing a positive design, good animation to Greenhill Crescent and notable improvements to the public realm.
- 6.10 (c) Access, Parking and Highways Matters
Policy T4 of the Watford Local Plan Core Strategy 2006-2031 relates to highways impacts and expects development proposals to be considered against the amount, type and timings of transport movements’ likely effect thereof on the local highway.
- 6.11 Saved Policy T22 of the Watford District Plan 2000 relates to car parking and sets out maximum car parking standards. The Council’s emerging draft parking standards generally support a lower maximum number of spaces for new development than the adopted maximum standards.
- 6.12 The revised scheme reduces the commercial floorspace and increases the parking provision to 131 spaces. As set by ‘saved’ Policy T22 and Appendix 2 of the District Plan, the maximum parking provision for the revised scheme of 6347sqm would be 136 spaces. The revised scheme increases the on-site parking to 131 spaces and this remains within the maximum adopted parking standards.
- 6.13 The proposed parking provision therefore remains within the maximum standards and is considered to be reasonable to prevent parking overspill onto the surrounding road network and to ensure the commercial units are practicable for their intended uses.
- 6.14 The variation seeks amendment to Condition 10 in respect of the approved drawing for access/egress arrangements. It is noted that the accesses are unchanged however this condition is to be varied to refer to the plan updated in respect of the other proposed changes.

- 6.15 The planning application is accompanied by an addendum to the Transport Assessment which confirms that there would be an acceptable impact upon the wider highway network with regards to trip generation, internal on-site vehicle circulation, car parking spaces and cycle and pedestrian facilities.
- 6.16 The developments remains subject to S106 contributions towards bus stop improvements and monitoring of the proposed travel plan, as secured under the original permission.
- 6.17 (d) Deliveries, Servicing and Refuse/Recycling Arrangements
The general approach to deliveries, servicing and refuse/recycling matters are unchanged and are detailed in updated technical documents. The relevant details are secured by conditions.
- 6.18 (e) Landscaping, Public Realm and Ecology
The landscaping areas have been amended around the revised building layouts. Some areas have been simplified however the landscaping scheme will incorporate a comprehensive landscaping strategy with soft and hard landscaping areas throughout the site that will offer significantly enhanced public realm and ecology opportunities. Detailed matters remain secured by conditions.
- 6.19 (f) Sustainable Development and Environmental Considerations
The matters and approach to land contamination, flood risk, surface water drainage and energy matters are unchanged and detailed matters remain secured by conditions.
- 6.20 (g) Impact upon Nearby Properties
Policy UD1 of the Watford Local Plan Core Strategy 2006-2031 requires developments to provide high-quality design which protects neighbouring amenity.
- 6.21 The immediate context of the site is the Watford Business Park, with industrial and commercial buildings to all four boundaries. There are no sensitive uses or residential dwellings within proximity to the application site. The nearest residential properties are located at a distance of 140m east of the site.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Consultee	Summary of comment	Officer response
Environment Agency	No objection subject to	Noted and relevant

	the same conditions in respect of groundwater and land contamination.	conditions are carried over.
Hertfordshire Police (Crime Prevention Team)	No objection to changes proposed.	Noted

7.2 Internal Consultees

Consultee	Summary of comment	Officer response
Hertfordshire County Council Highways Team	No objections to changes subject to the same other highways conditions to the original permission.	Noted and relevant conditions are recommended as were for the approved scheme.
Hertfordshire Growth and Infrastructure	No comments.	
Hertfordshire Lead Local Flood Authority	Maintains previous advice that there is insufficient information in the submission and further details are required.	As for the previous permission, the same conditions in respect of the surface water drainage for the approved scheme are recommended for the revised application.
WBC Waste and recycling team	No comments.	
WBC Environmental Health – Contamination Officer	Referred to previous comments.	Noted and previous conditions are recommended as were for the approved scheme.
WBC Arboricultural Officer	Much of the mature landscaping is outside of the boundary of the site and would request to see more substantial planting on the Greenhill Crescent boundary.	Noted and the full planting schedule remains secured by condition.

7.3 Interested parties

Letters were sent to 12 properties in the surrounding area. No responses have been received.

8 Recommendation

That planning permission be granted, subject to a deed of variation to the S106 legal agreement and subject to the below listed conditions and informatives.

Conditions

1. Time Limit

The development to which this permission relates shall be begun before 6th April 2024.

Reason: To comply with the 3 year time period for commencement of planning permission 20/01188/FULM.

2. Approved Drawings

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

0383-SEW-00-ZZ-DR-A-000050 - Existing Site/Demolition Plan
0383-SEW-ZZ-ZZ-DR-A-000300 - Existing Site Elevations Faraday Close
0383-SEW-ZZ-ZZ-DR-A-000301 - Existing Site Elevations Greenhill Crescent
Site Location Plan (drawing no. 0383-SEW-ZZ-ZZ-DR-A-000001)
Existing Block Plan (drawing no. 0383-SEW-ZZ-00-00-A-000040)
Proposed Masterplan Ground Floor (drawing no. 0383-SEW-ZZ-00-DR-A-001100 Rev 02)
Proposed Masterplan First Floor (drawing no. 0383-SEW-ZZ-00-DR-A-001101 Rev 02)
Proposed Masterplan Roof Plan (drawing no. 0383-SEW-ZZ-00-DR-A-001102 Rev 02)
Proposed Site Elevations Yarn North and South (drawing no. 0383-SEW-ZZ-ZZ-DR-A001300 Rev 02)
Proposed Site Elevations Greenhill and Croxley (drawing no. 0383-SEW-ZZ-ZZ-DR-A001301 Rev 02)
Proposed Site Elevations Entrance Road (drawing no. 0383-SEW-ZZ-ZZ-DR-A-001302 Rev 02)
Proposed Site Elevations Croxley Connection (drawing no. 0383-SEW-ZZ-ZZ-DR-A001303 Rev 02) Proposed Building GW01 Elevations (drawing no. 0383-SEW-G1-ZZ-DR-A-001310 Rev 02)

Proposed Building GW02 Elevations (drawing no. 0383-SEW-G2-ZZ-DR-A-001311 Rev 02)
Proposed Building GW03 Elevations (drawing no. 0383-SEW-G3-ZZ-DR-A-001312 Rev 02)
Proposed Building GW04 Elevations (drawing no. 0383-SEW-G4-ZZ-DR-A-001313 Rev 02)
Proposed Building GW05 Elevations (drawing no. 0383-SEW-G5-ZZ-DR-A-001314 Rev 02)
Proposed Building GW06 Elevations (drawing no. 0383-SEW-G6-ZZ-DR-A-001315 Rev 02)
Proposed Building GW07 Elevations (drawing no. 0383-SEW-G7-ZZ-DR-A-001316 Rev 02)
Proposed Substations and Bike/Bin Store Elevations (drawing no. 0383-SEW-ZZ-ZZDR-A-001320 Rev 02)
Proposed Site Sections (drawing no. 0383-SEW-ZZ-ZZ-DR-A-501200 Rev 02)
Proposed Site Sections (drawing no. 0383-SEW-ZZ-ZZ-DR-A-501201 Rev 02)
Proposed External Works Plan (drawing no. 0383-SEW-ZZ-00-DR-L-301100 Rev 02)
Proposed External Works Levels Plan (drawing no. 0383-SEW-ZZ-00-DR-L-301101 Rev 02)

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

3. CTMP

Prior to the commencement of the construction, a Construction Traffic Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan 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.

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). This is a pre-commencement of construction condition to ensure that the proposed measures during construction are satisfactory and are agreed with the Local Planning Authority before construction commences.

4. Remediation Strategy

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

1. An options appraisal and remediation strategy based on the submitted site investigations and detailed risk assessments giving full details of the remediation measures required and how they are to be undertaken.
2. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason: To prevent deterioration of controlled waters and to ensure that the development does not contribute to, and is not put at unacceptable risk from or is adversely affected by, unacceptable levels of water pollution in line with paragraph 17 of the NPPF, 2019.

5. Stopping Up Order- Highways

No Development above ground floor slab level or use of the hereby approved development shall take place until a Stopping Up Order to remove all highway rights over the land on Faraday Close and northern substation access has been granted and all Highway rights have been successfully removed.

Reason: To ensure construction of a satisfactory development and in accordance with Policy 12 of Hertfordshire's Local Transport Plan (adopted 2018).

6. Contamination Verification Remove

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

Reason: To prevent deterioration of controlled waters and to ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the NPPF.

7. Highway Details

Prior to first occupation or use of the hereby approved development full details (in the form of scaled plans and / or written specifications) will be submitted to and approved in writing by the Local Planning Authority to illustrate the following:

1. Improved pedestrian / cycle crossing facilities linking the footways on Greenhill Crescent near the northern access junction comprising tactile paving and dropped kerbs;
2. Internal road layout and pedestrian/ cycle facilities as described in the Transport Assessment at paragraph 4.3.2;
3. Crossing facilities (dropped kerbs, tactile paving) at the two-site access bellmouths;
4. Signing and lining at the site access junctions.

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).

8. Detailed Plans

Prior to first occupation or use of the hereby approved development full details (in the form of scaled plans and written specifications and materials) shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- i. Roads;
- ii. Footways;
- iii. Cycleways;
- iv. Foul and surface water drainage;
- v. Visibility splays;
- vi. Access arrangements (including signing and lining);
- vii. Parking provision;
- viii. Loading areas;
- ix. 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).

9. New Access

Prior to the first use of the development hereby permitted, the vehicular access shall be provided and thereafter retained at the position shown on the site masterplan with the highway specification to be provided as part of detailed design drawings. Arrangement shall be made for surface water drainage 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).

10. Existing Access Closure

Prior to the first use of the development hereby permitted vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be limited to the accesses shown on drawing number: ITL16165-GA-100 only. Any other access(es) or egresses shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access.

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).

11. Electric Vehicle Charging

Prior to the occupation / use of the development hereby permitted, the 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. All 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).

12. Cycle Parking

Prior to the first occupation/use of the development hereby permitted, a scheme for the parking of cycles including details of the design, level and siting of the proposed parking shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018).

13. Refuse and Recycling

The development hereby approved shall not be occupied until refuse, recycling storage has been provided in accordance with the approved plans. The storage facilities shall be retained at all times thereafter.

Reason: In the interests of the visual appearance of the site and to ensure satisfactory provision for on-site refuse and recycling storage facilities.

14. Previously Unidentified Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To prevent deterioration of controlled waters and to ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from

previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the NPPF, 2019.

15. Demolition Construction Herras Fencing

Prior to any demolition and construction phases, Herras fencing should be installed in order to protect the existing tree lines and stream on the south-west and north-west boundaries, and should be maintained in place for the duration of construction works. The fencing should allow for a five metre buffer zone between the fence and the vegetation, where possible.

Reason: To minimise construction impacts on the existing trees and stream.

16. New Access Gates and Doors Inward Opening

No part of the proposed structures (to include fascia boards/rainwater goods and guttering) shall overhang or encroach upon land to which highway rights apply and no gate/door/window if installed shall open or extend over the highway.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

17. Protection of Highway Boundary

The proposed new highway boundary(ies) shall be marked out on site prior to commencement of construction of any part of the development fronting the highway.

Reason: To prevent unauthorised structures from being erected within the highway boundary.

18. SuDS Infiltration Surface Water

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

Reason: To prevent deterioration of controlled waters and to ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the NPPF, 2019.

19. Piling/Foundations

Piling, deep foundations or other intrusive groundworks (investigation boreholes/tunnel shafts/ground source heating and cooling systems) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed piling, deep foundation or other intrusive groundworks (investigation boreholes/tunnel shafts/ground source heating and cooling systems) using does not harm groundwater resources in line with paragraph 170 of the NPPF, 2019. In addition, to prevent deterioration of controlled waters.

20. Borehole Management

A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to, and approved in writing by, the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To prevent deterioration of controlled waters and to ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the NPPF, 2019.

21. Trees and Landscaping

No work shall commence until a detailed tree and landscaping scheme for the site, including details of trees to be retained, trees to be removed and replacement planting, has been submitted to and approved in writing by the Local Planning Authority. The approved 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 and the wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

22. Landscaping Management Plan

A landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved. The landscape management plan shall be carried out as approved.

Reason: In order to ensure that the approved landscaping is satisfactorily maintained, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

23. Use Within Class E

The units given over to Use Class E on the approved plans shall be used for research and development, light industrial, ancillary office and café and for no other purpose (including any purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

24. Detailed Drainage Design Surface Water

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. 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. A detailed drainage plan including the location and provided volume of all SuDS features, pipe runs, cover and invert levels and discharge points. If areas are to be designated for informal flooding these should also be shown on a detailed site plan.
3. Provision of above-ground SuDS features in accordance with the SuDS hierarchy. If above-ground features are not proposed to be used, strong justification should be provided.
4. Confirmation of a build over agreement from Thames Water for the surface water sewers.
5. Detailed calculations of existing/proposed surface water storage volumes and flows with full post-development network 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.

6. 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.

7. Discharge from the site should be restricted to the Greenfield runoff rates and volumes for the relevant rainfall events for the site. Strong technical justification will be needed if a different rate is to be used.

8. Demonstration of appropriate SuDS management and treatment.

9. An indicative maintenance plan detailing how the scheme shall be maintained and managed.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. Also, to reduce the risk of flooding to the proposed development and future users. This is a pre-commencement of construction condition to ensure that the proposed measures for surface water drainage for the scheme are satisfactory and are agreed with the Local Planning Authority and Hertfordshire County Council LLFA before construction commences.

25. SuDS Management and Maintenance Plan

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.

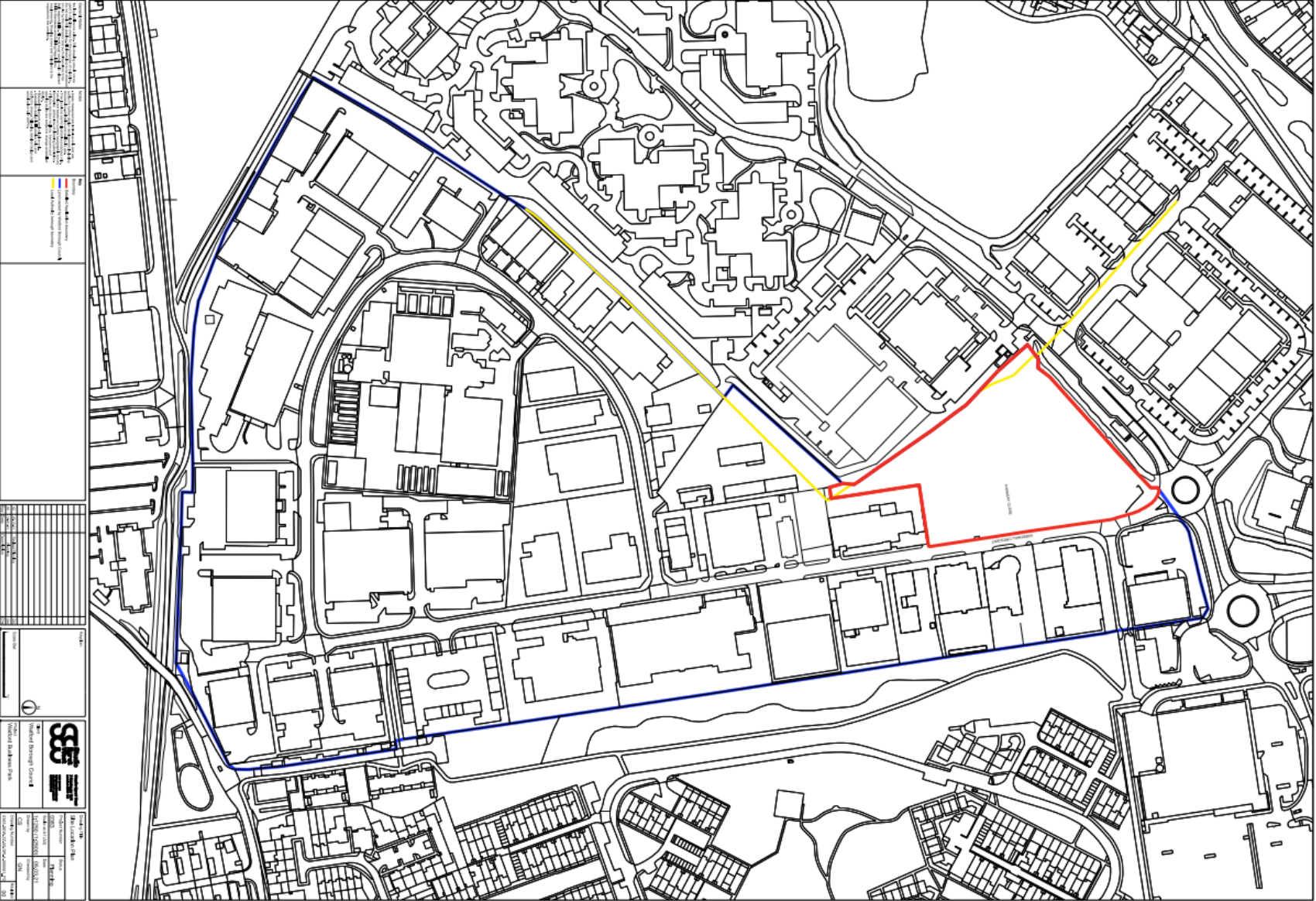
The management and maintenance plan shall include:

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.

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

Informatives

1. IN907 – Positive and proactive statement
2. IN909 – Street naming and numbering
3. IN910 – Building Regulations
4. IN911 – Party Wall Act
5. IN912 – Hours of Construction

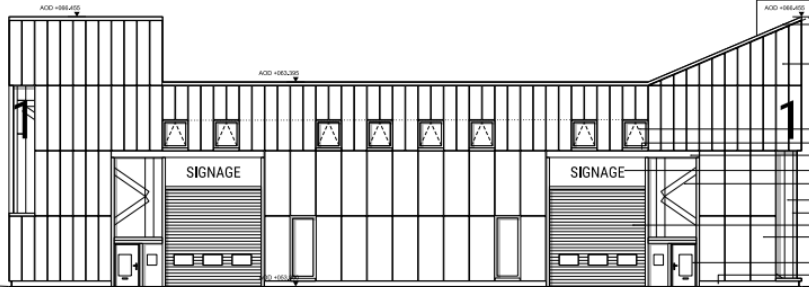




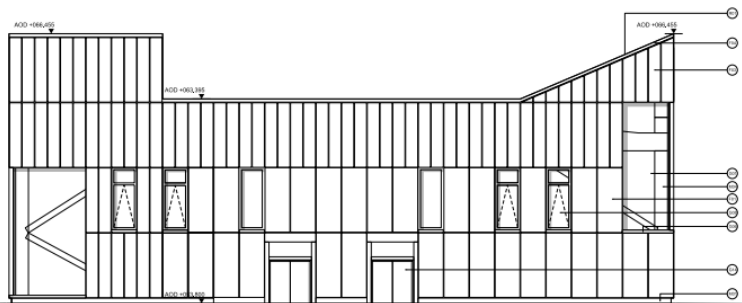
As Approved Scheme Masterplan



MMA Proposed Masterplan



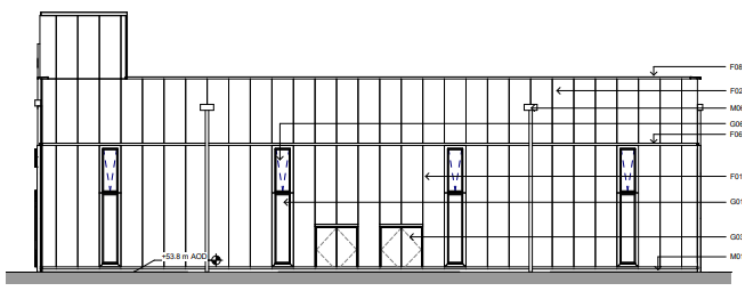
01 Greenhill Crescent, North elevation



02 Greenhill Works entrance, East elevation



1 GW01 - North East Elevation
1 : 100



2 GW01 - North West Elevation
1 : 100

Approved elevations for Building 1

Proposed revised elevations for Building 1



Aerial view of Greenhill Works