

Committee Date	Wednesday 3 February 2021
Application Reference	20/01188/FULM
Site Address	1-5 Faraday Close and 1-6 Greenhill Crescent (Watford Business Park)
Proposal	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
Applicant	Watford Borough Council
Agent	Firstplan
Type of Application	Full Planning Permission
Reason for Committee Item	Major Application
Target Decision Date	Wednesday 10 th February 2021 (extended by agreement)
Statutory Publicity	Watford Observer, Neighbour Letters and Site Notice
Case Officer	Helen Harris; helen.harris@watford.gov.uk
Ward	Holywell

1. Recommendation

- 1.1 That full planning permission be granted, subject to conditions and informatives (as set out in Section 8 of this Committee 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, lies the industrial buildings and offices of Croxley Business Park. To the south and east lies 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 provide direct links to Watford Town Centre (eastwards) and towards Rickmansworth (westwards).

3. Summary of the Proposal

3.1 Proposal

- 3.2 Full planning permission is sought for the comprehensive redevelopment of the site, including demolition and erection of replacement 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 café (Class E), vehicle and cycle parking, landscaping and associated works. The proposed floorspace would total 7,169sqm gross internal area (GIA).
- 3.3 The application proposals would demolish the existing buildings on site and redevelop the site to introduce nine commercial buildings, plus ancillary stores. Eight of the proposed nine units (divided into 16no. separate lettable units), will be a flexible mix of industrial/commercial uses incorporating some ancillary office floorspace. A further unit, positioned by the northern entrance of Greenhill Works is proposed as a café. Bins and bike stores are proposed within the dedicated yard areas and two new substations would be constructed.
- 3.4 The application scheme proposes two building types: larger warehouses and smaller pavilion-style buildings. The five larger warehouses would occupy broadly central and western part of the site, to a maximum height of 12.6m at ridge level, with four smaller pavilion buildings sites towards the access routes along Greenhill Crescent, to a maximum height of 11.7m.
- 3.5 The buildings are proposed to be of modular construction to allow for adaptable floor plates, so as to enhance long-term flexibility of the buildings to adapt to and meet the functional needs of a wide range of occupiers. The design of the buildings is such that the larger warehouse buildings have double-pitched roofs behind a raised parapet with pop-up corners to create a distinctive roofline. The pavilion buildings are cantilevered providing covered loading and working areas. Each of the buildings have a bespoke, complementary design including cladded panels of varying sizes and colours, expanses of glazing to the elevations and roof openings and PV roof panels.

- 3.6 The existing site access is to be retained and upgraded with access / egress routes taken from Greenhill Crescent to the east with a two-way road through the site to access the units. A total of 111no. car parking spaces are proposed, including disabled and electric charging provision, together with dedicated cycle parking spaces. Car parking is proposed as designated bays within the yard frontages and adjacent to the buildings.
- 3.7 The proposals incorporate a comprehensive landscaping strategy with soft and hard landscaping areas throughout the site including formal and less formal planting and the addition of a pond to enhance the appearance of the site.
- 3.8 **Conclusion**
- 3.9 The proposed development would enhance the quality of the commercial accommodation through comprehensive redevelopment to include high-quality, contemporary industrial units set in an attractive landscaped setting. 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. 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 Of key relevance is planning permission reference: 19/00599/OUTM, granted on 18.12.2019 for 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.
- 5.2 Planning permission reference: 20/00900/NONMAT refers to a non-material amendment to planning permission reference 19/00599/OUTM 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).
- 5.3 The agent has sought pre-application advice from Watford Borough Council. Pre-application advice was initially sought in May 2020 for the redevelopment of

the site to provide a mix of flexible, former Class B Uses. A subsequent pre-application submission was prepared and submitted to the Council in August 2020.

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

6.3 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.

6.4 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 SD2) and supports the established economic function of designated employment sites (Draft Policy E5.1).

6.5 The South West Hertfordshire Economic Study Update (2019), Watford Employment Land Review (2019) and Loss of Employment Space in Hertfordshire (2019) reports have demonstrated there to be critical losses of industrial floor space in the borough. The studies recommend greater protection of industrial floor space to meet future economic growth projections.

6.6 Paragraph 118 of the NPPF, 2019 establishes the requirement to make effective use of land by reusing previously developed, brownfield land and buildings.

Paragraph 80 sets out that decision-makers should support and create conditions in which businesses can invest, expand and adapt.

- 6.7 The application site comprises of under-utilised, previously developed land and the application proposals seek redevelopment of the site and buildings 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.
- 6.8 It is also acknowledged that the principle of redevelopment has already been established via the recent grant of outline planning permission for up to 8,240sqm of commercial/industrial floorspace (former B1/B8 Use Classes), together with ancillary office floorspace, parking and landscaping (reference: 19/00599/OUTM).
- 6.9 The application proposals include nine commercial buildings with flexible use classes. Eight of the buildings would be commercial/industrial units comprising research and development and light industrial (Use Class E), general industrial (Use Class B2) and storage and distribution (Use Class B8). Each of the units include a modest quantum of office floorspace to serve as dedicated administrative purposes, ancillary to the operation of those principal uses as aforementioned. One unit is proposed as a complementary café use (or similar) with flexibility within Use Class E. It is considered that the proposed café use would be complementary and ancillary to the main employment functions of the site and therefore in accordance with Policy SPA6 which allows for some deviation from former 'B' Use Classes provided these contribute to the general function of the area and do not result in a loss of employment floorspace.
- 6.10 Overall, the proposed flexibility in the uses is acceptable and in full accordance with national and local planning policy positions and would reflect those uses and degree of flexibility allowed under the extant outline planning permission. The intensification of the industrial use is supported to ensure greater provision of industrial floorspace.
- 6.11 (b) Scale, Layout and Design
- 6.12 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.
- 6.13 All the buildings are proposed as single-storey structures with internal mezzanine levels. Two repeated modular forms are proposed throughout the scheme: larger warehouse buildings and smaller pavilion type structures. The

modular forms are of similar construction, layout and material finish, while the proposed detailing and finishes provide some individuality. The massing is broadly consistent with the built footprints and maximum heights of those neighbouring buildings sited at Watford Business Park. The proposals achieve a degree of consistency with the prevailing built form in terms of scale and massing, with the proposed buildings designed so as not to appear significantly larger than the existing units.

- 6.14 The buildings are arranged to occupy most of the site, laid out so that each have sufficient visual gaps between built forms and good sized roadways and access routes for vehicles, cycles and pedestrians. The 5no. larger warehouse buildings are positioned to the middle and rear of the site, with the 4no. smaller pavilion type structures sited along Greenhill Crescent.
- 6.15 Internal layouts of the buildings have been designed to allow for future flexibility to meet the specific operational needs of end-users, and ultimately safeguard the site's ability to both retain existing businesses and attract new tenants. In this vein, the larger warehouse building module is designed with the potential to be divided into a range of unit sizes (potential unit divisions of a maximum of 3no. units), depending on tenant requirements and the building footprints and plots have been designed to accommodate any future unit divisions. The majority of the warehouse buildings have been shown to be divided into two units. Mezzanine office floorspace is proposed to the corners, adjacent to the pedestrian entrances to the buildings. The corner aspect allows maximum internal light ingress into the upper office floorspace from two directions. Approximately 13% of the accommodation is proposed as mezzanine. At ground floor, reception and waiting areas face onto the main entrance and yard areas, beyond which are back of house staff facilities including kitchenettes/communal areas, showers/WCs and lockers.
- 6.16 The larger warehouse buildings are articulated with corner 'pop-up' roof top elements, which assist in articulating key entrances and routes around the site, as well as giving the site a distinct character. Openings are positioned in different intervals across the warehouse buildings, enabling variation across the site. The positioning of the openings give good levels of natural light to the office floorspace and allow for obscured views into the spaces from key public routes. The smaller pavilion buildings follow a similar approach to the larger warehouse buildings in terms of façade organisation and materiality. The pavilion buildings are cantilevered in design providing covered loading and working areas to the front. The projecting pavilion structures are positioned in different orientations along Greenhill Crescent to provide animation to this frontage and give a varied, interactive relationship with the streetscape. The overhangs to the pavilion structures are supported with 'W'-shaped steel

structures finished in orange tones. The roofscapes provide natural daylight ingress and include photovoltaic (PV) panels.

- 6.17 A simple materials palette of metal cladding, polycarbonate and timber is proposed across the site to all buildings. The principal structure of the buildings is timber overlaid with regular sized panels of metal cladding secured onto a rigid insulation system. Panels will have a PPC finish and range in green and yellow shades. Polycarbonate panels provide glazed openings to the units. Dark green mesh PPC panels are proposed predominantly to the corners of the buildings at high level, but are also featured to key corners through the full elevation to ground level to provide detailed articulation and interest. Orange metal framing is proposed to the projecting elements around the shutters and entrance doors, providing additional interest and depth to the buildings as well as giving some shelter to the openings.
- 6.18 The scale, footprint and massing of the buildings on the site is considered to be appropriate for the site and context. The layout is successful, allowing for greater, comprehensive use of the site. The application scheme incorporates key design merits, including elements which better articulate the entrance to the Business Park, creation of open spaces and high-quality public realm, and good articulation and legibility of the buildings. The scale of the buildings are complementary to existing neighbouring buildings on the business park, whilst the proposed design is contemporary and would provide a high-quality scheme which would significantly enhance the appearance of the site and wider business park.
- 6.19 (c) Access, Parking and Highways Matters
- 6.20 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.
- 6.21 The site is well located to the local public transport services, connecting to Watford Town Centre and nearby rail stations as well as a number of local destinations and facilities. The nearest bus stops to the application site are located on Greenhill Crescent, approximately 100m from the site which are served by the W30 bus services (circular route) at a frequency of up to 5no. buses per hour.
- 6.22 The planning application is supported by a 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.

(i) Access

- 6.23 Two new vehicular access points are proposed. Both will be located off Greenhill Crescent and will provide direct access into the site. The two access points will replace the two existing access points onto Faraday Close and directly onto the business park; therefore, the number of access points from Greenhill Crescent will remain the same. The two accesses provide a one-way loop route around the site, with the northern access an entry only and the southern access as egress only, the latter achieving 2.4m x 43m visibility splays.
- 6.24 Pedestrians and cyclists will be able to access the site via the two vehicular accesses which will include footway connections to the existing pedestrian pavement along Greenhill Crescent. In addition, the proposals include future safeguarded areas for two opportunities for future pedestrian and cyclist connections to the site from the wider area, including one potential connection to the north and the other to the west of the application site. These additional accesses allow for greater connectivity of the site to its surroundings and permeability providing a direct route through the site connecting with Hatters Lane, for access to the neighbouring industrial areas to the north and neighbouring units to the west.

(ii) Trip Generation

- 6.25 It is acknowledged that the assessment of the previously approved outline planning application established the acceptability of the access arrangements and highways implications of a larger quantum of new commercial / industrial floorspace than that which is hereby proposed in this application. Indeed, the current proposals represent a 12% reduction (i.e. reduction of 920sqm) in the proposed total floorspace than that previously approved, and would result in lower trip generation. A sensitivity test was requested by the Highways Authority and is set out in the Transport Assessment addendum. The sensitivity test applies a 'worst-case' scenario and uses Industrial Estate trip rates to its methodology. When compared to the previously approved scheme, the proposed development would attract up to 51no. two-way movements during the network peak hours, which equates to an increase of less than 30no. two-way movements in peak hours. This level of increase is comfortably within daily variations in traffic levels. Therefore, in terms of trip generation, it is considered that the proposed development can be satisfactorily accommodated on site without resulting in any significant impact upon highway safety.

(iii) Parking

- 6.26 Saved Policy T22 of the Watford District Plan 2000 relates to car parking and sets out maximum car parking standards. Council's draft parking standards

generally support a lower maximum number of spaces for new development than the adopted maximum standards.

- 6.27 The Watford District Plan 2000 identifies the site within Zone 4 of the Car and Cycle Parking Zone Map. As set by 'saved' Policy T22 and Appendix 2 of the plan, the maximum parking provision for the business park use for the site would be 155no. car parking spaces. The application proposes a total of 111no. car parking spaces across the site (including 15no. accessible bays and 11no. electric vehicle charging spaces) and includes a mix of allocated spaces for individual industrial units (i.e. 65no. spaces) and unallocated spaces for public / visitor use (i.e. 46no. spaces). The indicated parking provision is, therefore, 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. The proposed number of EV charging spaces is in accordance with the 10% policy standard.
- 6.28 The proposals include the loss of Watford Business Park car park which comprises 103no. spaces. It is acknowledged that the previously approved outline planning application permitted the loss of the car park and found that the car park was being inappropriately used as storage. Given that the proposals include 46no. unallocated spaces within the public realm, coupled with measures to encourage active travel and public transport use, the Highways Authority have assessed the proposed car parking provision as suitable.
- 6.29 In respect of cycle parking, the proposals provide 62no. cycle parking spaces, consisting of 46no. allocated for employees within dedicated covered and secure stores to the front of each unit in the yard area and 16no. spaces for visitor use. Each proposed industrial unit includes shower/changing facilities which would encourage staff to cycle to work.
- 6.30 (d) Deliveries, Servicing and Refuse/Recycling Arrangements
- (i) Refuse / Recycling*
- 6.31 The proposals are supported by an independently prepared Delivery and Servicing Management Plan which provides a framework for the management of all types of vehicles to/from the site. The day to day responsibility of the site will be managed by the on-site management company.
- 6.32 Each individual unit is provided with a bin store to the front yard area and the Transport Assessment includes swept-path analysis to demonstrate that a refuse vehicle can safely manoeuvre within suitable dragging distance of all of the commercial units, with the exception of units GW01a, GW01b and GW02a which show a dragging distance of over 20m. The Delivery and Servicing

Management Plan states that on waste collection days, on-site management team/individual unit operators will transfer bins to position for safe collection, and return bins to the store following collection. Waste collection is proposed to be via private company. This arrangement is considered acceptable.

6.33 Waste storage calculations are based on BS5906 waste management code of practice, assuming 5l of waste generated per 1sqm of Net Internal Area (NIA). Storage is provided within 1100 litre capacity eurobins.

- Each unit in GW02/03/04 requires 3no. eurobins each
- Each unit in GW5 requires 2no. eurobins
- Each unit in GW1 requires 1no. eurobin
- Each unit in GW06/07/08/09 requires 1no. eurobin

The dedicated bin stores are shown to be larger than the above requirements, to allow for additional space to store recycling or larger items. The stores are well-designed within a timber clad structure, orange projecting frame around the entrance to correspond with similar detailing to the main buildings and integrated external bench-type seating.

(ii) Deliveries and Servicing

6.34 Each of the proposed industrial units include an allocated, individual loading bay for larger vehicles and deliveries. Approximately half of the units will cater for larger 10m rigid vehicles and half of the units will cater for smaller 7.5t vans. Swept-path analysis has been submitted alongside the application to demonstrate suitable access/manoeuvring of a 10m rigid vehicle on the site and to each of the industrial units which cater to this sized vehicle (drawing ref: ITL16165-GA-005). Similarly, swept-path analysis is submitted of the 7.5t vans accessing those units catering for these smaller vehicles (drawing ref: ITL16165-GA-013).

6.35 In rare instances, the site may attract larger servicing vehicles such as 16.5m articulated vehicles. The Transport Assessment concludes that trip generation for this type of vehicle is likely to be minimal. Nonetheless, swept-path analysis has been submitted demonstrating the ability for a 16.5m vehicles to load/unload on-street on the main access road with a 10m rigid vehicle routing past it (drawing ref: ITL16165-GA-004).

6.36 Two electricity substations are present on site; one positioned to the north-east corner of the application site and one sited to the south-west corner. The maintenance routine of these two substations is minimal, maintained most commonly by small vans once or twice per year. Swept path analysis has been submitted to show adequate access / manoeuvring to the northern substation

(drawing ref: ITL16165-GA-006) and it is intended for these servicing vans to use the parking spaces around the southern substation. More extensive maintenance works are required to substations after a lifespan of typically 25 years, necessitating larger maintenance vehicles. Swept-path analysis has been undertaken to demonstrate that a low-loader type vehicle could access / manoeuvre to the north and south substations (drawing refs: ITL16165-GA-007 and ITL16165-GA-014 respectively).

6.37 Existing Thames Water tanks are located to the north-west corner of the application site, which are proposed to be retained as part of the development proposals. Maintenance of these water tanks is infrequent with a maximum of two maintenance visits per year. The tanks will be maintained by smaller vans and in the rare occasion that a larger tanker vehicle is required to access the tanks, a route has been designed and safeguarded for such access.

6.38 (e) Landscaping, Public Realm and Ecology

(i) Landscaping

6.39 The proposals incorporate a comprehensive landscaping strategy with soft and hard landscaping areas throughout the site. The application proposals maximise planting around the perimeter of the site and focus the hard landscaping associated with the working areas of the industrial/commercial units to the centre of the site.

6.40 The existing stream is opened up with soft planting and access introduced along the southern edge of the site. Three public space areas are shown to the site perimeter with Greenhill Crescent to improve the relationship of the site with its wider business park setting. A retention pond is proposed to one of these public spaces positioned to the north of Greenhill Crescent; this space will demarcate the new arrival to the business park. South-facing seating areas associated with the proposed pavilion café building would face onto this area and animate the space.

6.41 Areas of tree planting are also proposed to the yard areas in front of each of the units. Trees to be semi-mature and suitable for street conditions.

(ii) Ecology

6.42 Policy GI1 the Watford Local Plan Core Strategy 2006-2031 relates to green infrastructure and seeks to promote enhancements to the quality and quantity of green infrastructure. Paragraph 170 of the NPPF, 2019 states that planning decisions should contribute to, and enhance the, natural and local environment by amongst other things, minimising impacts on and providing net gains for biodiversity.

6.43 The application is supported by a range of ecological-based surveys and reports, including a Preliminary Ecological Assessment, Bat Survey, Preliminary Roost Assessment, Land Use and Ecology Report and Landscape and Ecology Management Plan. The findings of the preliminary assessments have been widely incorporated into the final submission to ensure the protection, and where appropriate, compensation of habitats.

6.44 The enhancements incorporated as part of the application proposals include:

- Areas of long sward height grass managed as lowland neutral grassland (Wildflower meadow)
- Two lengths of native species-rich hedgerow
- Native tree planting
- A pond (to be planted with appropriate native aquatic species)
- Planting of native 'bee-lawn' wildflower grassland in amenity areas
- A rain garden (to potentially include UK wet grassland species)
- A minimum of 18no. bird box provisions, suitable for local species (wall-mounted/tree-mounted)
- 6no. wall-mounted/tree-mounted bat boxes

(iii) Public Realm

6.45 An indicative lighting scheme is proposed through the site, which has been designed so as not to adversely impact upon ecological measures and includes some unlit areas (i.e. 'dark corridors') in accordance with ecological recommendations.

6.46 An east-west linear pedestrian and cycle connection is proposed as part of the public realm strategy. This is indicative only and subject to future negotiations. It is anticipated that this would enable a future connection between Watford Business Park and Croxley Business Park in the west and cycle routes, shops, bus stops, and open space to the east.

6.47 The scheme has been designed in accordance with the principles of Secured by Design and has been subject to discussions with Hertfordshire Secured by Design Officers that the proposal has considered opportunity for natural surveillance and that it incorporates excellent lines of sight as well as active spaces.

6.48 The proposals have been designed as an accessible and inclusive environment to meet the needs of all potential users, in accordance with relevant policies and regulations including the Equality Act 2010 and relevant Building Regulation codes of practice.

6.49 (f) Sustainable Development and Environmental Considerations

6.50 Chapter 15 of the NPPF, 2019 and the NPPG both promote the conservation and enhancement of the natural environment and set out several principles to support those objectives. The NPPF at paragraph 180 states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the sensitivity of the site or wider area to impacts that could arise from the development.

(i) Land Contamination

6.51 Policy SD1 the Watford Local Plan Core Strategy 2006-2031 relates to sustainable development and seeks to facilitate the remediation of previously contaminated land through development. In accordance with this policy, remedial action would be necessary to reduce identified concentrations of groundwater contaminants to appropriate levels for the continued use of the site for commercial / industrial use.

6.52 An independently prepared Groundwater Remediation Strategy has been submitted as part of the planning application which details a series of remediation strategies and techniques for pre-construction and construction phases. Officers consider that there is sufficient information to establish that the development is not likely to cause harm in terms of contamination. This is subject to conditions requesting that ground investigation along with construction-phase remediation works and verification is undertaken, and submitted to the Council for approval, prior to development starting at the site.

(ii) Flood Risk and Drainage

6.53 The NPPF, 2019 at paragraph 165 expects major development to incorporate sustainable urban drainage systems (SUDS) unless there is clear evidence it is inappropriate. Policy SD2 the Watford Local Plan Core Strategy 2006-2031 seeks to minimise water consumption, rates of surface water run-off and non-fluvial flooding. The application site is located within Flood Zone 1, with a low probability of flooding from all sources.

6.54 An independently prepared Flood Risk Assessment and Drainage Strategy Report forms part of the planning application. The development will link in with the existing wastewater infrastructure and the proposed drainage strategy will result in a reduction in run-off rates equivalent to a 99% betterment over the existing situation. This will be achieved by incorporation of a range of Sustainable Urban Drainage Systems (SUDs), as well as other landscaping features including permeable paving, attenuation pond, swales, rain gardens and below-ground attenuation measures. On this basis, it is considered that the scheme is acceptable in terms of flood risk.

(iii) Energy Consumption and Performance

- 6.55 Policy SD1 of the Watford Local Plan Core Strategy 2006-2031 expects new development to minimise use and consumption of energy resources including fossil fuels.
- 6.56 The planning application is supported by an independently prepared Energy Statement, the recommendations of which have influenced the design of the proposed buildings in terms of layout, form and elevational finishes.
- 6.57 The Energy Strategy details how passive design measures have been integrated into the scheme, including high performance thermal fabric and glazing, together with optimised building orientation and massing which will work in conjunction to greatly reduce heating and cooling demand. Photovoltaic (PV) panels are proposed at roof level, generating 17.8% of the site's energy demand, exceeding the BREEAM requirement for 5% of site energy use. Overall, the proposed energy measures would achieve an improvement of 9.1% over Part L building regulations energy-efficiency criteria and achieve a 'Very Good' BREEAM rating.
- 6.58 The proposed development contributes to sustainable development, providing a significant improvement beyond the present performance of the site.
- 6.59 (g) Impact upon Nearby Properties
- 6.60 Policy UD1 of the Watford Local Plan Core Strategy 2006-2031 requires developments to provide high-quality design which protects neighbouring amenity.
- 6.61 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

Name	Comment
Environment Agency	No objections to the scheme, subject to the imposition of a number of conditions and informatives in relation to land remediation and verification, borehole management, SuDs infiltration and piling/foundation works.

	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 objection to the proposals. Supportive of the security measures outlined in the Design and Access Statement.

7.2 Internal Consultees

Name	Comment
Planning Policy Team	Supportive of the proposals. Proposed redevelopment is in line with national and local planning policies and regeneration objectives for the Business Park.
Design Officer	Supportive of the proposals. Officer requested a number of design clarifications and some amendments. These have been incorporated in minor revisions.
Hertfordshire County Council Highways Team	No objections to the scheme, subject to the imposition of a number of conditions and informatives. These have been attached to the draft recommendation for approval accordingly.
Waste and Recycling Team	Not applicable for the application proposals given they relate to commercial / industrial proposals and will have private waste contractor managing/disposing of all on-site refuse and recycling.
Environmental Health	Review undertaken of environmental assessments and remediation strategy. Officer is satisfied that investigations have been

	<p>carried out from a human health perspective and is satisfied with the proposed pre-construction remediation strategy. The outline construction-phase remediation measures as proposed are considered acceptable and it is acknowledged that more detailed construction remediation strategy will be developed at a later stage (subject to a condition).</p> <p>Conditions and an informative is recommended. These have been duly attached to the draft recommendation for approval.</p>
Hertfordshire Lead Local Flood Authority	<p>Holding objection due to insufficient time to adequately review the submitted/ revised and supplementary technical information.</p> <p>The applicant's independent drainage consultants have been in direct dialogue with LLFA to collate and submit additional modelling information and it is anticipated that this will address LLFA's comments. However, at the time of writing this report, formal comment from LLFA was not available.</p>
Arboricultural Officer	<p>No objections to the proposals, subject to the attachment of conditions requiring a detailed tree and landscaping scheme for the site and a landscaping management plan. These conditions have been attached, as suggested.</p>

7.3 Interested Parties

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

7.5 The applicant hosted a website to act as a virtual method of public consultation prior to the submission of the planning application. The website was live for one month in September 2020 during the design process. The feedback was predominantly positive and supportive of the scheme. Those concerns which were raised were not material planning considerations, relating to financial resources/expenditure involved in the project.

8. Recommendation

- 8.1 That planning permission be granted, subject to the below listed conditions and informatives.

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:

0383-SEW-00-ZZ-DR-A-000050 – Existing Site/Demolition Plan
0383-SEW-G1-ZZ-DR-A-001310_Rev 01 – Proposed Elevations Building GW01
0383-SEW-G2-ZZ-DR-A-001311_Rev 01 – Proposed Elevations Building GW02
0383-SEW-G3-ZZ-DR-A-001312_Rev 01 – Proposed Elevations Building GW03
0383-SEW-G4-ZZ-DR-A-001313_Rev 01 – Proposed Elevations Building GW04
0383-SEW-G5-ZZ-DR-A-001314_Rev 01 – Proposed Elevations Building GW05
0383-SEW-P6-ZZ-DR-A-001315_Rev 01 – Proposed Elevations Building GW06
0383-SEW-P7-ZZ-DR-A-001316_Rev 01 – Proposed Elevations Building GW07
0383-SEW-P8-ZZ-DR-A-001317_Rev 01 – Proposed Elevations Building GW08
0383-SEW-P9-ZZ-DR-A-001318_Rev 01 – Proposed Elevations Building GW09
0383-SEW-ZZ-00-DR-A-001100_Rev 01 – Proposed Masterplan Ground Floor
0383-SEW-ZZ-00-DR-A-001101_Rev 02 – Proposed Masterplan First Floor
0383-SEW-ZZ-00-DR-A-001102_Rev 01 – Proposed Masterplan Roof Plan
0383-SEW-ZZ-00-DR-L-301100_Rev 01 – External Works Plan
0383-SEW-ZZ-00-DR-L-301101 – External Works Level 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
0383-SEW-ZZ-ZZ-DR-A-001300_Rev 01 – Proposed Site Elevations Yard North and Yard South
0383-SEW-ZZ-ZZ-DR-A-001301_Rev 01 – Proposed Site Elevations Greenhill Crescent
0383-SEW-ZZ-ZZ-DR-A-001302_Rev 01 – Proposed Site Elevations Entrance Route South-East and North-West
0383-SEW-ZZ-ZZ-DR-A-001303_Rev 01 – Proposed Site Elevations Croxley Park Connection South-East and North-West

0383-SEW-ZZ-ZZ-DR-A-001304_Rev 01 – Proposed Site Elevations Croxley Park Connection North and South Elevations

0383-SEW-ZZ-ZZ-DR-A-001320_Rev 00 – Proposed Elevations, Bike and Bin Stores

0383-SEW-ZZ-ZZ-DR-A-501200_Rev 01 – Site Sections

0383-SEW-00-ZZ-DR-A-000040 – Existing Site/Block Plan

0383-SEW-ZZ-00-DR-A-000001 – Site Location Plan

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

3. Construction Traffic Management Plan

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 (Removal) of Highways Rights

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 Report

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. Highways 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-002 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 Infrastructure

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 (Not shown on plan but achievable)

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. 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 and Construction Phases – 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, Doors – Inwards 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 of surface water into the ground

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 / Foundation Works

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. Restriction of 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).

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 Levy Liability
6. HIGH – Storage of Materials – Highway
7. OBSHIG – Obstruction of the Highway
8. MUD – Mud on highway
9. IN915 – Construction Standards for S278 Works within the Highway
10. S278 Highways Agreement

Any works within the highway boundary (including alterations to the footway and the proposed site access arrangements – including reinstatement to verge of existing accesses) will need to be secured and approved via a S278 Agreement with the HCC.

A Road Safety Audit (RSA) would be required for the proposed development for any new junctions, and any changes that are proposed for the public highway to ensure that the proposed designs are safe and suitable for the intended use. This would be a requirement as part of detailed design review and agreement under a Section 278 Agreement.

11. Travel Plan

The applicant is advised that a Travel Plan for the development is required for the development, consisting of a written agreement with the County Council which sets out a scheme to encourage, regulate and promote green travel measures for owners, occupiers and visitors to the Development in accordance with the provisions of the County Council’s “Travel Plan Guidance for Business and Residential Development”, which is subject to an overall sum of £6,000 payable before occupation of the development. This evaluation and support contribution is to cover the County Council’s costs of administering and monitoring the objectives of the TP and engaging in any TP review. Indexation of this figure will be based on the Consumer Price Index from the date planning permission is granted to the date the contribution is paid. The applicant’s attention is drawn to Hertfordshire County Council’s guidance on residential/commercial Travel Plans: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#travelplans>

The Travel Plan team can provide further advice at travelplan@hertfordshire.gov.uk

12. Section 106 Agreement

The applicant is advised that Hertfordshire County Council (HCC) will seek contributions via a S106 for Travel Plan monitoring fees (£6,000).

HCC will also require developer contributions towards the provision of a display screen at the nearest northbound bus stop. A fee of £10,000 would be required to enable the provision of a display screen at this location.

13. Thames Water Waste – Public Sewers

There are public sewers close to the development. If planning significant work near these sewers, its important to minimise the risk of damage. Thames Water will need to check that the development does not limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to consult our guidance working on or near our pipes, available at <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

14. Thames Water - Water Supply

With regards to waer supply, this comes within the area covered by Affinity Water Company. For your information, the address to write to is – Affinity Water Company, The Hub, Tamblin Way, Hatfield, Herts AL10 9EZ – Tel: 0845 782 3333.

The applicant is advised that the development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impat groundwater resources. The applicant is encouraged to read the Environment Agency’s approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

15. Thames Water – Wayleaves and Easements

There are easements and wayleaves running through the site for foul sewer. The company will seek assurances that it will not be affected by the proposed development. The applicant should contact Thames Water to discuss their proposed development in more detail. All enquiries from

developers in relation to proposed developments should be made to Thames Water's Developer Services team. Their contact details are as follows:

Thames Water Developer Services
Reading Mail Room
Rose Kiln Court
Rose Kiln Lane
Reading
RG2 0BY
Tel: 0800 009 3921
Email: developer.services@thameswater.co.uk

16. Contaminated Land

Information for developers and guidance documents can be found online at:

https://www.watford.gov.uk/info/20011/business_and_licensing/349/contaminated_land

17. Environment Agency – Model Procedures and Good Practice

The applicant is advised to:

- (1) Follow the risk management framework provided in LC:RM, 'Land Contamination Risk Management' when dealing with land affected by contamination.
- (2) Refer to the 'Environment Agency Guiding Principles for Land Contamination' for the type of information that we require in order to assess risks to control waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- (3) Consider using the 'National Quality Mark Scheme for Land Contamination Management' which involved the use of competent persons to ensure that land contamination risks are appropriately managed.
- (4) Refer to the contaminated land pages on GOV.UK for more information.

We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination. E.G. British Standards when investigating potentially contaminated sites and groundwater and references with these documents:

- BS5930:2015 Code of practice for site investigations;

- BS10175:2011+A1:2013 Code of practice for investigation of potentially contaminated sites;
- BS ISO5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points;
- BS ISO5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (a minimum of 3no. groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality)
- Use MCERTS accredited methods for testing contaminated soils at the site.

18. Environment Agency - SUDs

Infiltration SUDs should not be located in unsuitable and unstable ground conditions such as land affected by contamination or solution features. Where infiltration SUDs are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater. For the immediate drainage catchment areas used for handling and storage of chemicals and fuel, handling and storage of waste and lorry, bus and coach parking or turning areas, infiltration SUDs are not permitted without an environmental permit. Further advice is available in the updated CIRIA SUDs manual https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

19. Asbestos Survey (where required)

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

20. Designing Out Crime Officer Services (Hertfordshire Police Service)

The services of Hertfordshire Designing Out Crime Officers (DOCOs) for the Watford areas is available via 0170 7355 226.