

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.reamde@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