

14. 18/1806/FUL - Single and two storey extension to existing leisure centre with associated works, extended car park and installation of new vehicular access and substation at THE CENTRE, GOSFORTH LANE, SOUTH OXHEY, WD19 7AX (DCES)

Parish: Watford Rural Parish Council

Ward: South Oxhey

Expiry of Statutory Period: 7 December 2018

Case Officer: Claire Westwood

Recommendation: That Planning Permission be Granted.

Reason for consideration by the Committee: Council interest and called in by Watford Rural Parish Council.

1 Relevant Planning History

1.1 No relevant planning history.

2 Description of Application Site

2.1 The application site is located on Gosforth Lane adjacent to the junction with Otley Way and opposite Fairfield Avenue. The site includes 'The Centre', surface level parking (72 spaces) to the west and south of the existing building and an area of amenity grass to the south adjacent to Otley Way which is not developed and does not currently form part of the site.

2.2 'The Centre' is an existing two-storey leisure centre and community building. The building has a flat roof design with grey metal cladding to the elevations and some dark orange panelling to the front (south) elevation. The existing building is orientated with its front elevation facing south and its eastern flank elevation running roughly parallel to Gosforth Lane. There are aspects of glazing to all elevations.

2.3 There is a single vehicular access to the south of the building from Gosforth Lane which provides access to surface level parking to the west and south of the building. To the front (south) of the building there is hard standing with bicycle racks provided and there is a bus stop directly adjacent to the existing building on Gosforth Lane.

2.4 To the north of the building is Oxhey Chapel and Vicarage; which are largely screened by existing vegetation to the boundary.

2.5 To the south is a grassed amenity area with a footpath between Otley Way and Gosforth Lane. This amenity area forms part of the application site.

2.6 Generally speaking, land levels slope down from west to east. To the west of the existing building is the flank elevation of No. 48 Lincoln Drive, a two-storey residential dwelling with no first floor flank windows. To the west of the existing car park is Sherwood House, an existing block of flats. These flats and dwellings in Lincoln Drive are at a slightly higher land level.

2.7 To the east of the site on the opposite side of the road are two-storey residential dwellings, a mixture of terraced and semi-detached properties. These dwellings are located at a lower land level.

2.8 The area is predominantly residential in character.

3 Description of Proposed Development

3.1 Planning permission is sought for a single and two storey extension to the existing leisure centre with associated works, extended car park and installation of new vehicular access and substation.

- 3.2 The building would be extended to the south (existing car parking area) for a depth (parallel to Gosforth Lane) of approximately 32 metres and a width of approximately 31 metres at ground floor level. At first floor level the extension would have a depth of approximately 18 metres and width of approximately 17 metres, set back approximately 13.8 metres from the edge of the single storey extension adjacent to Gosforth Lane. The extension would have a maximum height of approximately 20 metres, reducing to 12 metres to the single storey pool element. A projecting roof is proposed to the southern elevation of the extension, providing shade. Solar panels are proposed on the roof of the building.
- 3.3 At ground floor the extension would provide a main pool, learner pool and changing facilities with a fitness suite at first floor level. Other internal alterations would be made to the layout within the existing building. Submitted visuals indicate that materials would match those existing. The main entrance would be located within the eastern elevation facing Gosforth Lane.
- 3.4 The existing grassed amenity area to the south of the building would be converted for use for parking, with the existing single vehicular access from Gosforth Lane closed and a new vehicular access provided approximately 15 metres to the south. In total, 72 car parking spaces (including 5 disabled spaces) are proposed. 27 spaces (including 3 disabled spaces) would be located to the south of the building with the remaining 45 spaces (including 2 disabled spaces) provided to the rear (west) of the building.
- 3.5 A landscaped buffer is provided to the perimeter of the car park, adjacent to Gosforth Lane and Otley Way. Additional landscaping is proposed around the building and within the rear car park. A cycle store (32 spaces) is proposed to the south of the building within the car park adjacent to Gosforth Lane frontage and a small substation to serve the development is proposed adjacent to Otley Way.
- 3.6 The proposed substation would be located to the south of the site adjacent to Otley Way. The general arrangement plan submitted indicates a maximum width of 3 metres, depth of 3 metres and height of 2.4 metres. Access would be from the front elevation (facing Otley Way) with louvred panels to the other elevations.
- 3.7 In addition to a full set of plans and elevations, the application is accompanied by material details; drainage details; landscaping details; lighting scheme; biodiversity checklist; Construction Management Plan; Design and Access statement; Flood Risk Assessment; Noise Impact Assessment; Preliminary Ecological Appraisal; Sustainability Appraisal and Transport Assessment.

4 Consultation

4.1 Statutory Consultation

4.1.1 Watford Rural Parish Council: [Call application in to Committee]

I write in connection with the above planning application. WRPC have examined the plans and local councillors know the site well. Though our Council welcomes the continuation of a swimming pool and learner pool being built to continue the community service that Sir James Altham has successfully delivered for many years, we wish to point out that parking may once again be an issue at this location.

In the Transport assessment associated with this development points 4.2.5 to 4.2.10 discuss parking requirements. We would like to show concern that the 72 spaces fall below the maximum standards required by TRDC of 78 spaces based on 50% of Zone 3. Not only that, we note that the new development has no provision for coach parking. We do not agree with the documents conclusion that coaches will return to schools or depots after drop off, they are far more likely to park nearby adding to the already existing

problem of parking spaces in this area. And what happens to the bus if it arrives whilst a school coach is stationary at its bus stop? This bus stop is located near a junction and this arrangement may cause an increase in pedestrian and vehicle accidents as cars and people manoeuvre around.

We also note that no comment has been made regarding the existing parking located at Sir James Altham pool currently has 58 space including one for a school coach. Surely, this should be looked into? Both Sir James Altham pool and The Centre have approximately 130 spaces. If only 72 spaces are to remain that it is a reduction for users of 44%. Shouldn't the traffic evaluation impact study (see point 6.5) taken in both sites and then aggregated the results? We recommend this is done before this application is agreed.

We respectfully ask this to be pulled into to planning committee and ask TRDC councillors to discuss our concerns.

Finally, please note that our submission is in respect of the proposed development. While we have taken every effort to present accurate information for your consideration, as we are not a decision maker or statutory consultee, we cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching your decision.

4.1.2 Hertfordshire County Council – Highway Authority: [No objection]

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1. Provision of Visibility Splays

Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan number VD18770-100B. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway. Reason: In the interests of highway safety.

2. Access

Vehicular access to and egress from the adjoining highway shall be limited to the accesses shown on drawing number VD18770-100B only. Any other access or egress shall be permanently closed, and the highway footway shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority, concurrently with the bringing into use of the new access. Reason: To ensure construction of a satisfactory access and in the interests of highway safety.

HIGHWAY INFORMATIVE:

Hertfordshire County Council (HCC) recommends inclusion of the following highway informatives / advisory notes (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

AN) Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need

to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

COMMENTS / ANALYSIS:

The application comprises of an extension to the leisure centre and associated works at The Centre, Gosforth Lane, South Oxhey. Gosforth Lane is designated a unclassified local access road, subject to a speed limit of 30mph and highway maintainable at public expense.

VEHICLE ACCESS & PARKING:

There is an existing vehicle access into the site from Gosforth Lane. The proposals include closing off this access and providing a new access to the south of the existing, the arrangements of which are shown on plans VD18770-100B and 2018-024 A-PL-08. The new access has been designed to be in accordance with Manual for Streets (MfS) and is considered to be acceptable by HCC as Highway Authority. The applicant would need to enter into a Section 278 Agreement with HCC as Highway Authority in relation the works required in highway to create the new access and to reinstate the footway at the existing one (see informative for Construction standards for works within the highway).

The site has 72 existing hard parking spaces, which is to remain the same through the provision of a redesigned parking area, the design of which is acceptable and in accordance with MfS. The level of parking spaces is lower than the required number of spaces to be in accordance with Three Rivers District Council's (TRDC) car parking standards as outlined in Appendix 5 of Development Management Policies: Local Development Document. However following consideration that the development is an extension of an existing use in a relatively sustainable location with potential for sustainable travel alternatives, any effects from parking on the surrounding highway network would not be significant or detrimental. The proposals also include doubling the provision for cycle parking (from 16 to 32) which is acceptable to assist in encouraging cycling as a safe and easy alternative to using the car to access the centre.

TRIP GENERATION & IMPACT ON THE ADJACENT HIGHWAY:

A Transport Assessment has been submitted as part of the application including details of the expected trip generation. It is unlikely the predicted extra number of trips would have a significant enough effect on the surrounding highway network to recommend refusal from a highways perspective, particularly when taking into consideration the existing use of the site.

CONCLUSION:

HCC as Highway Authority has considered that the proposals would not have an unreasonable or significant impact on the safety and operation of the surrounding highway network when taking into consideration to the extension of the existing use of the site. HCC has no objections or further comments on highway grounds to the application, subject to the inclusion of the above conditions and informatives.

4.1.3 Herts and Middlesex Wildlife Trust: No comments received.

4.1.4 Herts Ecology: [No objection]

The Hertfordshire Environmental Records Centre does not have any habitat or species data for the application site, which includes a modern building (The Centre), hardstanding car parking, and an area of close-mown amenity grassland.

I am pleased to see a Preliminary Ecological Appraisal (Windrush Ecology, July 2018) is submitted in support of this application. The site was visited on 11 July 2018 and the habitats were considered to be of limited ecological value.

An inspection for bats was also undertaken and no bats or evidence of them were found in the building or trees affected by the proposals. The building had negligible potential to support roosting bats, whereas 3 of the semi-mature poplar trees had low potential due to the presence of dense ivy on the stems. No trees are proposed for removal, therefore no mitigation is required.

I am pleased to see native planting and the installation of 3 bird boxes and 6 Swift nest boxes are proposed, which will contribute to achieving biodiversity net gain in accordance with national and local planning policy and guidance.

Clarification was sought from Herts Ecology as the proposals do include the removal of 5 trees:

Most of the trees are young and had no/negligible potential to support roosting bats, including the 2 beech trees on the lawn.

3 of the 5 semi-mature Poplars have low value for bats, due to ivy covering (which may provide roosting and foraging opportunities for them); however these trees are being retained and will be protected from damage during construction.

Therefore, no bats or potential for bats was found in the trees affected by the proposals, including those proposed for removal.

4.1.5 Sport England: [No objection]

The Government, within their Planning Practice Guidance (Open Space, Sports and Recreation Facilities Section) advises Local Planning Authorities to consult Sport England on a wide range of applications. <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#open-space-sports-and-recreation-facilities>

This application falls within the scope of the above guidance as it relates to a major sports facility.

Sport England assesses this type of application in light of the National Planning Policy Framework (NPPF) and against its own planning objectives, which are Protect - To protect the right opportunities in the right places; Enhance - To enhance opportunities through better use of existing provision; Provide - To provide new opportunities to meet the needs of current and future generations. Further information on the objectives and Sport England's wider planning guidance can be found on its website:

<http://www.sportengland.org/planningforsport>

The Proposal and Assessment against Sport England's Objectives and the NPPF

The proposal involves extending and reconfiguring/refurbishing the existing leisure facility on the site of The Centre in South Oxhey. This would involve an extension to the existing leisure centre to provide a new 25m 4 lane swimming pool, learner pool and changing village on the ground floor together with a refurbished sports hall and multi-purpose hall plus the creation of a multi-use room. The extension would allow for the first floor to be remodelled to form a larger fitness suite and two larger activity studios as well as new dryside changing rooms. While limited supporting information is provided with the application, it is understood that the rationale for the proposals is to provide a combined wet and dry leisure centre on the site to enhance the existing leisure centre and replace the dated swimming pool on the nearby Sir James Altham Pool site which would close when the new pool is opened.

I have consulted Swim England, the governing body for swimming, who have advised that the Three Rivers District area currently has a small water space surplus of 128m². If the Sir James Altham Swimming Pool site was closed and replaced by the new pool in the Centre this would result in the surplus in the District increasing to around 200 sq.m and introduce more flexibility of use to the centre. As the Sir Robert Altham Pool and the application site are only around half a mile away from each other, the relocation of swimming activities is unlikely to result in catchment problems. Swim England therefore supports the proposal as the quantity and quality of swimming provision in the area would be improved by the development. Swim England have also advised that the design of the new swimming pool facilities would meet Sport England and Swim England design guidance.

As well as improving the swimming facilities, the proposal would improve the range and quality of the other indoor sports facilities including the fitness suite, activity studios, sports hall and ancillary facilities such as changing and reception.

Conclusion

*The proposal would provide new sports facilities that would maintain the quantity and quality of facility provision in the South Oxhey area and provide a significant enhancement to the existing sports facilities on the site that would help grow and sustain participation in sport and physical activities and assist with sustaining the facility over a long term period. Therefore I consider that the development would clearly accord with Sport England's 'Enhance' and 'Provide' objectives referred to above. Sport England would therefore wish to offer its **support** for the principle of this planning application.*

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

4.1.6 Development Plans: [No objection]

Policy DM11 of the Development Management Policies LDD (adopted 2013) states that proposals for new open space, sport and recreation facilities will be encouraged if located in the main urban areas subject to the protection of the character of the area and amenity. The application proposes a net additional gross internal floorspace of 1437sqm, with the construction of swimming pool facilities. The application site is located in the Key Centre of South Oxhey, an urban settlement which is identified as one of the most sustainable locations in the District. The proposal is considered to comply with Policy DM11.

Strategic Objective 11 of the Core Strategy (adopted 2011) is to provide accessible and varied opportunities for leisure, arts, sport and recreational activities in order to promote healthy lifestyles. The proposal would result in the improvement of leisure and sports provision at the existing facility and would subsequently contribute to achieving this objective. The proposal is also in alignment with Policy CP1(k) by protecting and enhancing an existing leisure facility in the District. The National Planning Policy Framework (NPPF) (2018) similarly states that planning policies and decisions should ensure that established facilities and services are able to develop and modernise, and are retained for the benefit of the community. The National Planning Policy Framework (NPPF) (2018) further states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, for example through the provision of sports facilities. The proposal to extend and refurbish the existing leisure facility, including the introduction of community and learner swimming pools, also complies with the NPPF.

4.1.7 Affinity Water: No comments received.

4.1.8 National Grid: [Advisory comments]

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

4.1.9 Landscape Officer: [No objection]

The proposed development will result in the loss of four low quality/value trees, which I have no objections to. There is sufficient opportunity to mitigate any loss through replanting as part of the landscaping scheme associated with the development.

I would recommend that extended and generous rooting areas are incorporated into the hard landscaping around the car parking area, so that the trees can flourish and make the highest contribution to the site and development.

I do not have any arboricultural concerns or objections to the proposed development.

4.1.10 Thames Water: No comments received.

4.1.11 Environmental Health: No comments received.

4.1.12 Environmental Protection: No comments received.

4.1.13 Environment Agency: No comments received.

4.1.14 HCC Lead Local Flood Authority: [Initial objection]

Having reviewed the Flood Risk Assessment & Drainage Strategy Rev. A, dated August 2018, prepared by Hadfield Cawkwell Davidson, submitted by the applicant in support to the planning application, the LLFA objects to the grant of planning permission and recommend the refusal of planning permission until a satisfactory surface water drainage assessment is provided.

The applicant should therefore address the following objection points in order to overcome our objection.

1. Confirmation and 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.

2. Clarification of the proposed discharge rates and volumes from System 1 and System 2 and provision of updated detailed calculations of existing/proposed surface water storage

volumes and flows with Initial post development calculations and/or modelling in relation to surface water are to be carried out for all rainfall events up to and including the 1 in 100 year including an allowance for climate change.

3. Provision of updated full drainage plan including the location of the SuDS measures, pipe runs and discharge points. Provision of a plan showing the exceedance flow paths, extent and depth for events greater than the 1 in 100 years plus climate change.

4. Provision of a management and maintenance plan for the proposed drainage system.

Overcoming our Objection

1. We acknowledge that the applicant intends to retain the existing drainage (System 1) from the existing site as it is, maintaining the connection to into the surface water sewer in Gosforth Lane. The applicant proposes now to implement a separate drainage system (System 2) for the new developable area which includes an extension of the building and the extension of the car parking area to the south of the site.

The drainage strategy for System 2 consists in attenuation and discharge at restricted a rate of 11.8l/s into a different connection of Thames Water surface water sewer in Gosforth Lane as well. The applicant should provide confirmation from the water company that Thames Water agrees this new connection and agrees with the proposed discharge rates and volumes.

The drawing No. S-52-003 – Proposed surface water drainage, shows that there is a new additional area drained into the existing System 1. It is a new drainage that will drain the new extension of the car parking area located in the northern part of the site. However, we have no information regarding this. Should the final discharge rate of System 1 be increased therefore the applicant should obtain a formal confirmation from Thames Water where they agree with the new discharge rates and volumes.

2. Regarding System 1, we expect clarification from the applicant in terms of additional area that is now proposed to be included in the System 1, runoff rates and volumes that are generated and this should include all rainfall events including 1 in 1 year, 1 in 30 year, 1 in 100 year and 1 in 100 year + climate change allowance, and calculation/modelling should be provided as well for all relevant rainfall return periods.

We remind the applicant that this area is identified as being at flood risk from surface water for the 1 in 100 year rainfall event, and therefore the surface water run off from the site should be adequately managed in order to ensure that no flooding will not affect the building.

The applicant assumes the existence of a drain that starts from the centre of the existing building; however this has not been confirmed. Based on the general purpose of betterment of the current situation, the applicant should consider further explore and clarify the existing drainage currently in place.

Regarding System 2, the proposed drainage strategy is based on attenuation and discharge into Thames Water surface water sewer network at 11.8 l/s. The proposed discharge rate is based on the impermeable area that will be occupied by the building extension and the new extension of the northern car park area.

The applicant should update the calculations taking into account the total drained area of System 2, which includes not only the building extension but also the entire southern area where the car park will be built.

We remind the applicant that the entire southern area or the site is currently a greenfield and therefore we expect the applicant to manage this area at a greenfield run off rate. With regards to the building extension area, considering that it is currently hardstanding, we expect a minimum of 50% betterment in term of run of rate reduction relation of the current run off rate.

The applicant should therefore provide the runoff rates and volumes that are generated and this should include all rainfall events including 1 in 1 year, 1 in 30 year, 1 in 100 year and 1 in 100 year + climate change allowance.

We acknowledge that the applicant has provided calculations to determine the volume of attenuation required for the 1 in 100 years + 20% for climate change allowance for a discharge rate of 11.8l/s considering an area of 0.244 ha.

We expect the applicant to update the drainage calculations/modelling. These should be provided for all rainfall return periods up to and including the 1 in 100 year plus climate change allowance. Pre-development and post-development surface water calculations should take account the entire that will be drained by System 2.

We are pleased to find that the applicant proposes to include a lined swale as part of the drainage system. Implementing above ground features will contribute for the reduction of flooding in case of failure of any other proposed underground attenuation features.

We acknowledge that the applicant proposes and underground tank to be installed in the car parking area to the south of the site. It is our view that there are a range of more sustainable drainage options to implement in this site as an alternative to the proposed underground tank. A car parking area offers opportunities in terms of attenuation and treatment of the run off water that should be considered. Furthermore, it reduces the costs, eases the maintenance actions and addresses the water quality requirements.

3. We expect the applicant to provide a full updated drainage plan including the location of the proposed above ground SuDS measures, respective size and volume, pipe runs, and discharge points and detailed drawings of the proposed SuDS features including their size, volume, depth and inlet and outlet features including any connecting pipe. The applicant should provide plan showing any routes of exceedance in a plan for rainfall events that exceed the 1 in 100 year + climate change. Also for both the 1 in 100 year and the 1 in 100 year + climate change extents, depths and volumes should be established.

4. The applicant should provide a management and maintenance plan for the lifetime of the development which shall include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Informative to the LPA

We recommend the LPA to obtain a maintenance plan that explains and follows the manufacturer's recommendations for maintenance or that it follows the guidelines explained by The SuDS Manual. A maintenance plan should also include an inspection timetable with long term action plans to be carried out to ensure efficient operation and prevent failure. For further guidance on the maintenance of SuDS components, please refer to the SuDS Manual by Ciria.

The applicant can overcome our objection by undertaking a surface water drainage assessment which demonstrates that the development will not increase risk elsewhere and where possible reduces flood risk overall and gives priority to the use of sustainable drainage methods, the SuDS hierarchy and management train. If this cannot be achieved we will consider whether there is a need to maintain our objection to the application.

Production of a surface water drainage assessment will not in itself result in the removal of an objection.

We ask to be re-consulted with the results of the surface water drainage assessment. We will provide you with bespoke comments within 21 days of receiving formal reconsultation. Our objection will be maintained until an adequate surface water drainage assessment has been submitted.

Following the receipt of the above comments, an amended Flood Risk Assessment and Drainage Strategy was submitted. The amended document has been reviewed by HCC LLFA who have provided the following additional comments and maintain their objection at this time:

Thank you for re consulting us on the above full application for the single and two storey extension to existing leisure centre with associated works, extended car park and installation of new vehicular access and sub station.

Having reviewed the Flood Risk Assessment & Drainage Strategy Rev. B, dated 12th October 2018, prepared by Hadfield Cawkwell Davidson, submitted by the applicant in support to the planning application, the LLFA objects to the grant of planning permission and recommend the refusal of planning permission until a satisfactory surface water drainage assessment is provided.

The LLFA considers that there are points that need to be addressed and clarified in order to overcome our objection. These to be:

- 1. Confirmation from Thames Water that they agree with the proposed connection, discharge rate and volumes.*
- 2. Clarification of the proposed drainage for System 2.*
- 3. Justification as why the new car parking area from System 1 does not achieve greenfield run off rate.*

Please find below our comments in relation to the 3 objection points above stated and how we expect them to be addressed.

1. We are pleased that the drainage strategy now proposed for System 2 is based on attenuation using sub-based permeable pavement and discharge at a restricted discharge rate of 4.0 l/s using a hydro brake or other flow control device into Thames Water surface water system network.

We acknowledge that the proposed final discharge rate (4.0 l/s) considers the greenfield run off rate from the grassed area (0.3 l/s) plus 75% betterment in relation to the run off of the building extension area (3.7 l/s). The applicant has provided Micro Drainage modelling to determine the volume attenuation requirements. The sub-base permeable pavement will provide 27m³ + 80m³ of attenuation and this was determined for the peak rainfall event of 1 in 100 plus 20% for climate change allowance.

We noted that the applicant has submitted a pre development enquiry form to Thames Water; however at this stage we expect the applicant to provide us with a response from Thames Water with a confirmation that they agree with the proposed connection, discharge rate and volume. Without this confirmation the applicant does not have a feasible discharge mechanism which compromises the whole drainage strategy proposed for System 2.

2. Regarding the proposed System 2, the applicant should clarify how the permeable pavement connects and interacts with the proposed swale. The drawing No. SK005 Rev. P3 – Proposed surface water drainage, shows that the levels of the car park area in the southern boundary are higher than the level of the swale. The drawing no. SK004 Rev.

P01 – Storm drainage strategy car park sub-base storage, also shows that the permeable pavement ultimately discharges into the swale. Considering that the road level and the car park levels are higher than the swale we require clarification of how the surface water retained within the swale will be managed and where it will discharge. We remind the applicant that a sub-station is located adjacent to the swale and the level of the sub-station is lower than the level of the swale and therefore any overflow from the swale will affect the substation.

The drawing No. S-52-003 Rev. 03 – Proposed surface water drainage, shows the connection between the perforated inlet pipes from sub-base to the hydro brake and also shows a connection between this and a drainage channel. From the Drawing SK005 Rev.P3 it is possible to observe that the level of the drainage channel is lower in relation to the road level; however the same drawing shows that the drainage channel will discharge into the road.

Considering the above mentioned, clarification regarding the drainage channel should be provided in order to understand how this will work within the wider drainage System 2. We remind the applicant that at any circumstance the surface water catered from the development can be discharged unrestrictedly to the road.

We expect the applicant to provide adequate justifications and updated drainage strategy for System 2, including calculation and modelling, in order clarify and integrate the points raised above.

3. Regarding System 1 we noted that this will not be kept unaltered. The applicant will use a grassed area and convert it into an impermeable parking place and the discharge from this site is proposed to be unrestricted. Our view is that this is not an acceptable proposal and the discharge rate from this site should therefore be restricted to greenfield run off rate. As demonstrated in drawing SK005 Rev P3, the corner where it is proposed a new drainage channel to serve the northern car park extension is likely to be affected by exceedance flow for the 1 in 100 year rainfall + 20% for climate change allowance. This is one more reason as why we expect the applicant to manage the surface water and restrict the discharge rate from this area.

We would suggest the applicant to explore the use sub-base permeable pavement for this car parking area and restricted to greenfield run off rate by using a flow control device such as an orifice plate or any other option. This option will provide attenuation volume and effective treatment for the run off water arising from the car park with advantages in terms of operation and costs of maintenance.

The applicant should provide updated the drainage strategy for System 1 and updated modelling in order clarify and integrate the discussed above.

For further advice on what we expect to be contained within the surface water drainage assessment to support a planning application, please refer to our Developers Guide and Checklist on our surface water drainage webpage <http://www.hertfordshire.gov.uk/services/envplan/water/floods/surfacewaterdrainage/> this link also includes HCC's policies on SuDS in Hertfordshire.

Informative to the LPA

We recommend the LPA to obtain a maintenance plan that explains and follows the manufacturer's recommendations for maintenance or that it follows the guidelines explained by The SuDS Manual. A maintenance plan should also include an inspection timetable with long term action plans to be carried out to ensure efficient operation and prevent failure. For further guidance on the maintenance of SuDS components, please refer to the SuDS Manual by Ciria.

The applicant can overcome our objection by undertaking a surface water drainage assessment which demonstrates that the development will not increase risk elsewhere and where possible reduces flood risk overall and gives priority to the use of sustainable drainage methods, the SuDS hierarchy and management train. If this cannot be achieved we will consider whether there is a need to maintain our objection to the application. Production of a surface water drainage assessment will not in itself result in the removal of an objection.

Following the receipt of the above comments, an amended Flood Risk Assessment and Drainage Strategy was submitted and this is currently being reviewed by HCC. An update will be provided at committee.

4.1.15 HCC Waste & Minerals Team: No comments received.

4.2 Public/Neighbour Consultation

4.2.1 Number consulted: 136 No of responses received: 1

4.2.2 Site Notice: Expired 9 October 2018

4.2.3 Summary of Responses:

No increase in parking despite increase in facilities and number of staff; Traffic has already increased in South Oxhey; Insufficient car parking provided; Highways safety concerns; Cars obstructing access.

5 Reason for Delay

5.1 No delay.

6 Relevant Planning Policy, Guidance and Legislation

6.1 National Planning Policy Framework and National Planning Practice Guidance

On 24 July 2018 the new National Planning Policy Framework was published. This is read alongside the National Planning Practice Guidance (NPPG). The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another. The 2018 NPPF is clear that “existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework”.

The NPPF states that ‘good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities’. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would ‘significantly and demonstrably’ outweigh the benefits.

6.2 The Three Rivers Local Plan

The application has been considered against the policies of the Local Plan, including the Core Strategy (adopted October 2011), the Development Management Policies Local Development Document (adopted July 2013) and the Site Allocations Local Development Document (adopted November 2014) as well as government guidance. The policies of Three Rivers District Council reflect the content of the NPPF.

The Core Strategy was adopted on 17 October 2011 having been through a full public participation process and Examination in Public. Relevant policies include Policies PSP2, CP1, CP6, CP8, CP9, CP10 and CP12.

The Development Management Policies Local Development Document (DMLDD) was adopted on 26 July 2013 after the Inspector concluded that it was sound following Examination in Public which took place in March 2013. Relevant policies include DM4, DM6, DM8, DM9, DM10, DM11, DM12, DM13 and Appendix 5.

6.3 Other

The Community Infrastructure Levy (CIL) Charging Schedule (adopted February 2015).

The Localism Act received Royal Assent on 15 November 2011. The growth and Infrastructure Act achieved Royal Assent on 25 April 2013.

The Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2010, the Natural Environment and Rural Communities Act 2006 and the Habitat Regulations 1994 may also be relevant.

7 **Planning Analysis**

7.1 Principle of Development

7.1.1 Strategic Objective S11 of the Core Strategy (adopted October 2011) relates to the provision of accessible and varied opportunities for leisure, arts, sport and recreational activities in order to promote healthy lifestyles. Policy CP1 of the Core Strategy advises that in contributing to the sustainability of the District, development should protect and enhance existing community, leisure and cultural facilities and provide new facilities. This is supported by Policies DM11 (Open Space, Sport and Recreation Facilities and Children's Play Space) and DM12 (Community, Leisure and Cultural Facilities) of the Development Management Policies LDD (adopted July 2013).

7.1.2 The proposed development would enhance the existing facilities and provide a new 25 metre swimming pool and learner pool. The submitted details indicate that the layout and design has been informed by technical requirements to ensure that the facilities provided meet current standards and requirements. It is considered that the principle of the development would be in line with the Council's Strategic Objective S11 and requirements of the Core Strategy and Development Management Policies LDD which seek to ensure that communities should be able to access leisure and community facilities.

7.1.3 The development would also contribute towards the Council's Spatial Vision (g) to reduce inequalities across the District, in particular through the regeneration of the South Oxhey area.

7.1.4 Sport England support the proposals which they consider would provide a significant enhancement to the existing sports facilities. Swim England have also advised that the proposed design would meet their design guidance.

7.1.5 In summary, subject to compliance with all other relevant policies there is no in principle objection to the proposed redevelopment of The Centre to provide enhanced leisure and community facilities.

7.2 Character, Street Scene & Design

7.2.1 Policy CP12 (Design of Development) of the Core Strategy (adopted October 2011) advises that in seeking a high standard of design, the Council will expect all development proposals to:

- a) Have regard to the local context and conserve or enhance the character, amenities and quality of an area
- d) Make efficient use of land whilst respecting the distinctiveness of the surrounding area in terms of density, character, layout and spacing, amenity, scale, height, massing and use of materials
- k) Use high standards of building materials, finishes and landscaping...

- 7.2.2 The existing building is two-storey with a flat roof design with grey metal cladding to the elevations and some dark orange panelling to the front. The building would be extended to the south (existing car parking area) for a depth (parallel to Gosforth Lane) of approximately 32 metres and a width of approximately 31 metres at ground floor level. At first floor level the extension would have a depth of approximately 18 metres and width of approximately 17 metres, set back approximately 13.8 metres from the edge of the single storey extension adjacent to Gosforth Lane. The extension would have a maximum height of approximately 20 metres (minimally higher than the existing building), reducing to 12 metres to the single storey pool element. The building would be of a functional design, reflecting its use and the submitted details indicate that the design and materials palette will reflect that existing.
- 7.2.3 Properties to the east to the opposite side of Gosforth Lane are at a lower land level and it is acknowledged that the proposed building would be of increased prominence within the street scene, however, it would remain set back from Gosforth Lane and would be set off the boundary with Otley Way such that it is not considered that it would appear excessively prominent or result in demonstrable harm. A detailed materials board has been provided and samples have been viewed on site, a condition on any grant of consent would require the development to be constructed in accordance with the approved details.
- 7.2.4 The southern part of the application site does not form part of the existing development and is laid to grass with two trees. Whilst this grassed area is not used as an amenity space for leisure or recreation purposes given its size and proximity to both Otley Way and Gosforth Lane, it does contribute positively to the character and appearance of both streets with few other areas of soft landscaping existing. The grassed area would be lost to facilitate the construction of the proposed car park. As discussed below, the Landscape Officer has raised no objection to the loss of the existing trees subject to suitable replacement planting. The application includes hard and soft landscaping proposals which includes replacement planting to the perimeters and within the site. Ornamental shrubs and 6 trees are proposed to the southern boundary with Otley Way, with 4 trees proposed to the eastern boundary of the car park with Gosforth Lane. Existing planting to the western boundary would also be supplemented. The proposed landscaping around the car park will provide a buffer between the site and public footpaths to the perimeter and will also assist in softening the appearance of the car park and enhance the setting of the building.
- 7.2.5 The cycle shelter and substation would both be sited within the proposed car park but would be set back from Gosforth Lane and Otley Way. They would be small scale developments, proportionate to the scale of the scheme and would not appear out of character within their context or result in harm to the character or appearance of the wider street scene. It is considered appropriate to require further details of the substation to be submitted via condition as it is understood that this is still being agreed with UK Power Network at this time. Full details of the cycle shelter have been provided up front with the application.
- 7.2.6 In summary, it is acknowledged that the proposed development would have an urbanising effect on the immediate surroundings, for example through the loss of the grassed area and extension of car park and building. However, the proposal would enhance existing leisure facilities and would accord with policies which seek to ensure that communities should be able to access leisure and community facilities. The proposal would also

include a high quality landscaping scheme to enhance the external spaces around the building and soften the appearance of the development. As such, the proposal is considered acceptable on design and character grounds subject to conditions to ensure the use of appropriate materials and implementation of necessary landscaping/mitigation.

7.3 Impact on Neighbours

- 7.3.1 Policy CP12 of the Core Strategy (adopted October 2011) states that the Council will expect development proposals to protect residential amenities.
- 7.3.2 The Vicarage is located to the north of the site. The proposed extension would be located to the south of the existing building and as such would have no adverse impact on the residential amenities of occupiers of this property. There is existing car parking to the rear (west) of The Centre which would be extended slightly towards the northern site boundary with The Vicarage, however, spacing to the boundary would be maintained and the neighbouring property is also set off the boundary. It is not considered that there would be any additional impact.
- 7.3.3 To the west of the site there are residential properties on Lincoln Drive. No. 48 Lincoln Drive is a two-storey end of terraced dwelling sited with its flank elevation roughly adjacent to the western site boundary. There are no flank openings visible to No. 48 Lincoln Drive. There is an existing approximate 2 metre high brick wall to this site boundary with the existing car parking immediately adjacent. No alterations are proposed to the existing boundary treatment, and the relationship, in terms of siting of car parking adjacent to the boundary would also be unchanged such that there would be no additional impact to this neighbour. The proposed extension would be sited over 28 metres from the flank boundary with No. 48 Lincoln Drive which is sufficient distance to ensure that there would be no overshadowing or loss of light and no windows are proposed in the western elevation that would facilitate overlooking.
- 7.3.4 Alderwood House is located to the south-west of the site and would be to the west of the proposed car park. Alderwood House is a 3-storey flatted block set back from the shared boundary. There would be a significant separation (minimum 23 metres from the closest single storey element of the extension) between the extension and neighbouring building such that the proposal would not result in overshadowing or loss of light, similarly western elevation openings are at ground floor level only such that overlooking would not be facilitated. Alderwood House is currently adjacent to the grassed area to the south of the site and therefore following the development would be adjacent to the proposed car park and internal access road. Whilst it is acknowledged that this would change the outlook experienced by occupiers, there is no right to view, and given the neighbouring building is set off the boundary it is not considered that this aspect of the proposal would result in harm.
- 7.3.5 Properties to the east of the site on the opposite side of Gosforth Lane are 2-storey residential dwellings located at a slightly lower land level. The existing building would be extended to the south adjacent to Gosforth Lane, with the height stepping down to the south. In order to accommodate the swimming pool, the single storey element would be sited slightly closer to Gosforth Lane, albeit retaining a setback, however, the 2-storey element would follow the existing building line. A minimum separation distance of 20 metres would be achieved between the extension and front elevation of properties opposite. Whilst outlook would be altered, it is not considered that there would be demonstrable harm via either overshadowing, loss of light or overlooking.
- 7.3.6 A Noise Report has been submitted with the application which details the results of a noise impact assessment that was undertaken for the proposed fixed plant that would be required to serve the extension. The report concludes that providing that the mitigation measures detailed within the report are implemented in full, the proposed plant would not

result in harm to neighbouring amenity. A condition requiring compliance with the Noise Report would be included.

7.3.7 The proposed substation would be of small scale and would be sited away from residential neighbours. The submitted details indicate that it would be constructed with appropriate materials and acoustic casing to ensure that there would be no impact on neighbours.

7.4 Highways & Access

7.4.1 Policy CP10 of the Core Strategy (adopted October 2011) sets out that development will need to demonstrate that it provides a safe and adequate means of access and requires development to make adequate provision for all users, including car parking, giving priority to people with mobility difficulties, pedestrians, cyclists and equestrians.

7.4.2 The application is submitted with a Transport Assessment (August 2018) that has been reviewed by the Highways Authority who raise no objections to the proposed development subject to conditions.

7.4.3 There is an existing vehicular access to the site from Gosforth Lane. Gosforth Lane is an unclassified local access road subject to a 30mph speed limit. The proposals include the closing up of the existing vehicular access and provision of a new access approximately 15 metres to the south. The new access has been designed to be in accordance with Manual for Streets and the Highways Authority therefore raise no objections. As the applicant would be required to enter into a Section 278 Agreement with HCC as Highway Authority in relation to works required to the highway to create the new access and reinstate the footway at the existing one, an informative is suggested.

7.4.4 The submitted Transport Assessment includes details of the expected level of trip generation. The Highways Authority have advised that they consider it unlikely that the predicted extra number of trips would have a significant effect on the surrounding highway network and they conclude that the proposals would not have an unreasonable or significant impact on the safety and operation of the surrounding highway network.

7.4.5 A detailed Construction Management Plan (CMP) has been provided and the Highways Authority consider the level of detail to be appropriate. There is therefore no requirement to provide a CMP by condition, however, a condition will require that the approved CMP is adhered to throughout the construction period.

7.5 Parking

7.5.1 The existing car park has 72 spaces. There are no restrictions on the existing car park, such that it is understood that it is not used solely by visitors to The Centre.

7.5.2 Parking requirements are set out in Appendix 5 of the Development Management Policies LDD (adopted July 2013). The requirement for Class D2 Assembly and Leisure (swimming pools and fitness centres/sports clubs) is 1 space per 22 square metres (1000 square metre threshold).

7.5.3 The proposed development would result in a total floor space of 3432 square metres (1995 square metres existing plus 1437 square metres proposed). Taking into account the 1000 square metre threshold, when applying the parking standards this would result in a requirement for 111 spaces. However, the parking standards also allow for a zonal reduction to be applied based on the accessibility of the site. The application site is located within zone 3 which Appendix 5 indicates should provide 50%-75% of the maximum parking standards, equivalent in this case to between 56 – 83 parking spaces. The development proposes 72 parking spaces to serve the development, which would fall within this range.

- 7.5.4 With regards to parking for disabled motorists, Appendix 5 indicates a requirement for 2 spaces or 5% of the total capacity, whichever is greater. This would result in a requirement for 4 accessible spaces to serve the development. The proposal would comply with this requirement, providing 5 accessible spaces. The accessible spaces comply with requirements that specify a length of 4.8 metres and width of 3.2 metres to ensure access and usability. The proposed site plan indicates that 3 of the accessible spaces are proposed to the south east corner of the building, closest to the main entrance. The remaining 2 spaces are located to the north of the site close to the Youth Zone entrance. A car park management plan would be secured via condition.
- 7.5.5 The works will be undertaken in a phased programme in order that elements of The Centre (Youth Zone, gym and small sports hall) will remain open during the period of the main construction works. During the construction period there will be no on-site parking available for visitors and therefore the applicant is actively looking at alternative parking provision during this period and have an agreement with a nearby school and church. Some details have been provided, however, it is considered appropriate to require a parking management plan to be submitted for approval in order to ensure that adequate alternative car parking can be provided for visitors, and to ensure that the displacement of vehicles does not have a detrimental impact on the local road network.
- 7.5.6 Cycle parking standards are also set out in Appendix 5. The requirement for Class D2 Assembly and Leisure is 1 space per 25 square metres. This would result in a requirement for 137 cycle spaces to serve the development.
- 7.5.7 Currently there are 8 cycle stands providing 16 spaces, however, this will be increased to 16 stands which would provide covered parking for 32 cycles. There would be a significant shortfall of cycle parking against standards, however, it is acknowledged that a policy compliant level of provision could not be practically accommodated on the site. It is also noted that there is an existing shortfall and that the provision of cycle parking would be doubled, demonstrating that the aim of increasing the number of journeys made by cycles is considered.
- 7.6 Trees & Landscape
- 7.6.1 In terms of existing trees, there are some small trees to the northern and eastern boundaries. Trees on the western boundary are deciduous semi-mature specimens that provide a degree of screening to the adjacent flats and there are 2 trees located within the grassed area to the south of the building.
- 7.6.2 Policy CP12 of the Core Strategy (adopted October 2011) expects development proposals to “have regard to the character, amenities and quality of an area”, to “conserve and enhance natural and heritage assets” and to “ensure the development is adequately landscaped and is designed to retain, enhance or improve important existing natural features”.
- 7.6.3 Policy DM6 of the Development Management Policies LDD (adopted July 2013) sets out requirements in relation to trees, woodlands and landscaping and sets out that:
- i) Proposals for new development should be submitted with landscaping proposals which seek to retain trees and other important landscape and nature conservation features. Landscaping proposals should also include new trees and other planting to enhance the landscape of the site and its surroundings as appropriate.
 - ii) Development proposals on sites which contain existing trees and hedgerows will be expected to retain as many trees and hedgerows as possible, particularly those of local amenity or nature conservation value or hedgerows considered to meet the Hedgerow Regulations 1997.

iii) Development proposals should demonstrate that existing trees, hedgerows and woodlands will be safeguarded and managed during and after development in accordance with the relevant standards.

iv) Development should be designed in such a way as to allow trees and hedgerows to grow to maturity without causing undue problems of visibility, shading or damage. Development likely to result in future requests for significant topping, lopping or felling will be refused.

v) Planning permission will be refused for any development resulting in the loss or deterioration to protected woodland (including ancient woodland), protected trees (including aged or veteran trees) and hedgerows, unless conditions can be imposed to secure their protection.

7.6.4 The application is accompanied by an Arboricultural Impact Assessment which sets out that the proposals require the removal of T2, T3, T4, T5 and T6. All five trees proposed to be removed have a quality rating of C1 or lower which means that they are of poor condition and/or poor value. The report identifies replacement planting (including 13 trees) to mitigate against the loss of trees and provides an opportunity to enhance the quality of soft landscaping at the site.

7.6.5 The Landscape Officer has reviewed the submitted details and raises no objections to the indicated tree loss as they consider that there is sufficient opportunity to mitigate any loss through replanting as part of the landscaping scheme. Whilst the existing grassed area which contributes positively to the character and appearance of the street scene of both Gosforth Lane and Otley Way would be lost, as set out above, there are considered to be significant public benefits as a result of the expansion of The Centre and the application also provides an opportunity to enhance the quality of hard and soft landscaped areas around the building. As such, subject to conditions the development would accord with Policies CP12 of the Core Strategy (adopted October 2011) and Policy DM6 of the Development Management Policies LDD (adopted July 2013).

7.7 Flood Risk

7.7.1 Policy CP1 of the Core Strategy (adopted October 2011) sets out that development should avoid areas at risk from flooding. Policy DM8 of the Development Management Policies LDD (adopted July 2013) sets out that in accordance with National Policy, the Council will only permit development if it is demonstrated that there will be no adverse impact on areas at risk of flooding. Development will only be permitted where it would not be subject to unacceptable risk of flooding and would not unacceptably exacerbate the risk of flooding elsewhere. Where practicable, existing flood risks should be reduced. Policy CP1 of the Core Strategy (adopted October 2011) states that there is a need to avoid development in areas at risk from flooding and to minimise flood risk through the use of Sustainable Drainage Systems.

7.7.2 The application site is within Flood Zone 1 (low probability of flooding from rivers or sea) and has been submitted with a Flood Risk Assessment and Drainage Strategy. The submitted details have been amended during the course of the application in response to objections from HCC as Lead Local Flood Authority (LLFA). Whilst the LLFA maintain their objection at present in the absence of a satisfactory surface water drainage scheme, further details have been provided and are being reviewed by the LLFA and it is anticipated that the objection will be overcome. An update will be provided at committee.

7.8 Sustainability

7.8.1 Policy CP1 of the Core Strategy requires the submission of an Energy and Sustainability Statement demonstrating the extent to which sustainability principles have been incorporated into the location, design, construction and future use of proposals and the expected carbon emissions.

7.8.2 Policy DM4 of the DMLDD requires applicants to demonstrate that development will produce 5% less carbon dioxide emissions than Building Regulations Part L (2013) requirements having regard to feasibility and viability. This may be achieved through a combination of energy efficiency measures, incorporation of on-site low carbon and renewable technologies, connection to a local, decentralised, renewable or low carbon energy supply. The policy states that from 2016, applicants will be required to demonstrate that new residential development will be zero carbon. However, the Government has announced that it is not pursuing zero carbon and the standard remains that development should produce 5% less carbon dioxide emissions than Building Regulations Part L (2013) requirements having regard to feasibility and viability.

7.8.3 The application is accompanied by a Carbon Emissions and Energy Usage Report (July 2018) which sets out how the proposed development will incorporate passive design strategies to take advantage of natural daylighting and ventilation and solar shading and incorporate active design strategies to reduce energy consumption. Solar PVs to the roof of the building are also proposed. The report demonstrates a 5.33% carbon dioxide reduction which accords with policy requirements. A condition on any grant of consent would require compliance with the submitted and approved energy statement.

7.9 Wildlife and Biodiversity

7.9.1 Section 40 of the Natural Environment and Rural Communities Act 2006 requires Local Planning Authorities to have regard to the purpose of conserving biodiversity. This is further emphasised by regulation 3(4) of the Habitat Regulations 1994 which state that Councils must have regard to the strict protection for certain species required by the EC Habitats Directive.

7.9.2 The protection of biodiversity and protected species is a material planning consideration in the assessment of applications in accordance with Policy CP9 of the Core Strategy (adopted October 2011) and Policy DM6 of the DMLDD. National Planning Policy requires Local Authorities to ensure that a protected species survey is undertaken for applications that may be affected prior to determination of a planning application.

7.9.3 The application has been submitted with a Biodiversity Checklist and Preliminary Ecological Appraisal which sets out that the site was visited in July 2018 and is considered to be of limited ecological value. An inspection for bats was also undertaken, with no evidence of bats found in the building or trees affected by the proposals.

7.9.4 Hertfordshire Ecology therefore raise no objection to the proposal and welcome the inclusion of native planting and the installation of bird boxes and swift nest boxes which will contribute to achieving biodiversity net gain in accordance with national and local planning policy and guidance. These proposals (set out within the Preliminary Ecological Appraisal and Landscaping Plans) will be secured by condition.

7.10 Refuse & Recycling

7.10.1 Policy DM10 (Waste Management) of the DMLDD advises that the Council will ensure that there is adequate provision for the storage and recycling of waste and that these facilities are fully integrated into design proposals. New developments will only be supported where:

- i) The siting or design of waste/recycling areas would not result in any adverse impact to residential or work place amenity
- ii) Waste/recycling areas can be easily accessed (and moved) by occupiers and by local authority/private waste providers
- iii) There would be no obstruction of pedestrian, cyclists or driver site lines

7.10.2 A bin store is proposed to the rear of the building and the submitted details include swept path assessments demonstrating access and manoeuvrability for refuse and recycling vehicles.

7.11 Infrastructure Contributions

7.11.1 Core Strategy Policies CP8 and CP10 require development to make adequate contribution to infrastructure and services. The Three Rivers Community Infrastructure Levy Charging Schedule was adopted in February 2015, however, the proposed development is not a chargeable development and therefore CIL is not applicable in this case.

8 Recommendation

That the decision be delegated to the Director of Community and Environmental Services to consider any further representations received from HCC Lead Local Flood Authority and that subject to no objection being raised, PLANNING PERMISSION BE GRANTED subject to the following conditions and any additional conditions/informatives as requested by HCC Lead Local Flood Authority:

C1 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990 and as amended by the Planning and Compulsory Purchase Act 2004.

C2 Plans

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

A-LOC-01 PO1	(Location Plan)
A-PL-01	(Existing Site Plan)
A-PL-02	(Existing Ground Floor Plan)
A-PL-03	(Existing First Floor Plan)
A-PL-04	(Existing Roof Plan)
A-PL-05	(Existing Elevations)
A-PL-06	(Existing Street Scene)
A-PL-07	(Existing Sections)
S-52-001	(Existing Drainage)
A-PL-08 B	(Proposed Site Plan)
A-PL-09	(Proposed Ground Floor Plan)
A-PL-10	(Proposed First Floor Plan)
A-PL-11	(Proposed Roof Plan)
A-PL-12	(Proposed Elevations)
A-PL-13	(Proposed Street Scene)
A-PL-14	(Proposed Sections)
A-PL-15	(Proposed Hard Surfacing)
A-SB-01 A	(Materials Samples Board Sheet 1 of 2)
A-SB-02 A	(Materials Samples Board Sheet 2 of 2)
CSO 01 B	(Planting Plan)
18_5837_05_02 1	(Tree Constraints Plan)
Construction Management Plan Rev 002 (23/8/18)	
BXMW/COV/GUL/7200/1.00 C	(Coventry Gullwing Canopy)
D34105/JB/D	(Lighting)
VN81090-D101 A	(Swept Path Analysis – Large Refuse)

VN81090-D102 A	(Swept Path Analysis – Delivery Truck)
VD18770-101 A	(Swept Path Analysis Drawing)
VD18770-1100 A	(Kerbs & Footways Drawing)
VD18770-100 B	(General Arrangement, Road Marking & Paving Drawing)
VD18770-500 A	(Drainage Drawing)
VD18770-200 A	(Site Clearance Drawing)
E63/EX02 B	(Proposed External Services Layout)
S-52-002 P1	(Proposed Foul Drainage)
S-52-003 P2	(Proposed Surface Water Drainage)
EDS 07-3102.01 B	(Unit or Padmount Substation in GRP Enclosure)
GA11355-18-8-B-01 O	(GRP General Arrangement)

Reason: For the avoidance of doubt, in the proper interests of planning and in accordance with Policies PSP2, CP1, CP6, CP8, CP9, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policies DM4, DM6, DM8, DM9, DM10, DM11, DM12, DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C3 Materials

The development shall not be erected other than in the materials as have been approved in writing by the Local Planning Authority as shown on Drawing Numbers A-SB-01 A (Materials Samples Board Sheet 1 of 2) and A-SB-02 A (Materials Samples Board Sheet 2 of 2); and no external materials shall be used other than those approved.

Reason: To ensure that the external appearance of the building is satisfactory in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011).

C4 Construction Management Plan

The approved Construction Method Statement (Construction Management Plan Rev 002 23/8/18) shall be adhered to throughout the construction period.

Reason: In the interests of highway safety and convenience in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011) and Policy DM10 of the Development Management Policies LDD (adopted July 2013).

C5 Provision of Visibility Splays

Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan number VD18770-100 B (General Arrangement, Road Marking & Paving Drawing). The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety and convenience in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011) and Policy DM10 of the Development Management Policies LDD (adopted July 2013).

C6 Access

Vehicular access to and egress from the adjoining highway shall be limited to the accesses shown on drawing number VD18770-100 B only. Any other access or egress shall be permanently closed, and the highway footway 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 access and in the interests of highway safety in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011) and Policy DM10 of the Development Management Policies LDD (adopted July 2013).

C7 Landscaping

All landscaping shall be carried out in accordance with the approved details CSO 01 B (Planting Plan) and shall be maintained including the replacement of any trees or plants which die are removed or become seriously damaged or diseased in the next planting season with others of a similar size or species, for a period for five years from the date of the approved scheme was completed.

Reason: In the interests of visual amenity in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM6 of the Development Management Policies LDD (adopted July 2013).

C8 Ecology – Recommendations

The development hereby approved shall be carried out in full accordance with the Preliminary Ecological Appraisal and BREEAM Assessment (July 2018), including recommendations, approved pursuant to this application.

Reason: In the interest of biodiversity and to meet the requirements of Policies CP1, CP9 and CP12 of the Core Strategy (adopted October 2011) and Policy DM6 of the Development Management Policies LDD (adopted July 2013).

C9 Sustainability

The development hereby approved shall be carried out in full accordance with the energy saving and renewable energy measures detailed within the Energy Statement (Carbon Emissions and Energy Usage Report July 2018) submitted and approved as part of the application.

Reason: To ensure that the development meets the requirements of Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM4 of the Development Management Policies LDD (adopted July 2013) and to ensure that the development makes as full a contribution to sustainable development as possible.

C10 Cycle Parking Provision

Parking for bicycles shall be provided in accordance with the approved plans (A-PL-08 Proposed Site Plan and BXMW/COV/GUL/7200/1.00 C Coventry Gullwing Canopy) and shall be permanently retained as such thereafter.

Reason: In order to ensure bicycle parking facilities are provided and to encourage use of sustainable modes of travel in accordance with Policies CP1, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policy DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C11 Noise

The development hereby approved shall be carried out in full accordance with the Environmental Noise Survey Report and Proposed Fixed Plant Noise Criteria (Ref. 11213/1), including mitigation measures, approved pursuant to this application.

Reason: To ensure that neighbouring occupiers are not subjected to excessive noise and disturbance having regard to Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM9 of the Development Management Policies LDD (adopted July 2013).

C12 External Lighting

No external lighting, other than that shown on drawing D34105/JB/D, shall be installed on the site or affixed to any buildings on the site.

Reason: In the interests of visual amenity, residential amenity and biodiversity in accordance with Policies CP1, CP9 and CP12 of the Core Strategy (adopted October 2011) and Policies DM6 and DM9 of the Development Management Policies LDD (adopted July 2013).

C13 Parking Management Plan (Visitors – During Construction)

Prior to the commencement of the development hereby permitted, a parking management plan (dealing with managing parking provision for visitors to The Centre for the duration of works) shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include details for the provision of alternative parking during the construction works when The Centre car park is closed.

Reason: To ensure that adequate off-street parking space is provided so as to not prejudice the free flow of traffic and in the interests of highway safety on neighbouring highways in accordance with Policies CP1, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policy DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C14 Car Park Management Plan

Prior to the first use of the new permanent car park hereby permitted, a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan shall include a management regime governing the use by different categories of user, and monitoring of the car park, and maintenance. The car park shall thereafter be used and maintained only in accordance with the details as approved by this condition.

Reason: To ensure that adequate off-street parking and maneuvering space is provided within the development so as to not prejudice the free flow of traffic and in the interests of highway safety in accordance with Policies CP1, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policy DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C15 Smart Travel Plan

a) Prior to the first use of the extensions hereby permitted, a 'Site Travel Plan' with the objective to increase journeys to and from the site by travel modes other than private car shall be submitted to the Local Planning Authority for approval.

b) The Site Travel Plan shall include specific targets to achieve the objective over time, with a commitment to performance monitoring of trips actually made to and from the site against these targets; a list of measures introduced and

assessment of their effectiveness, along with assessment of obstacles or other reasons for any missed targets. This approved Site Travel Plan shall be introduced on first occupation of the extensions hereby permitted.

c) The Site Travel Plan shall be monitored and an update produced each year to show the success of the plan against the targets, performance monitoring of trips actually made to and from the site against these targets; a list of measures introduced and assessment of their effectiveness, along with assessment of obstacles or other reasons for any missed targets and explanation of how the targets will be achieved in the subsequent year.

d) The update will be submitted to the Local Planning Authority for written approval on each anniversary of the first year of occupation. The updated Site Travel Plan shall be implemented following its written approval.

Reason: To promote sustainable modes of transport and to meet the requirements of Policies CP1 and CP10 of the Core Strategy (adopted October 2011).

8.1 **Informatives:**

11 With regard to implementing this permission, the applicant is advised as follows:

All relevant planning conditions must be discharged prior to the commencement of work. Requests to discharge conditions must be made by formal application. Fees are £116 per request (or £34 where the related permission is for extending or altering a dwellinghouse or other development in the curtilage of a dwellinghouse). Please note that requests made without the appropriate fee will be returned unanswered.

There may be a requirement for the approved development to comply with the Building Regulations. Please contact Hertfordshire Building Control (HBC) on 0208 207 7456 or at buildingcontrol@hertfordshirebc.co.uk who will be happy to advise you on building control matters and will protect your interests throughout your build project by leading the compliance process. Further information is available at www.hertfordshirebc.co.uk.

Community Infrastructure Levy (CIL) - Your development may be liable for CIL payments and you are advised to contact the CIL Officer for clarification with regard to this. It is a requirement under Regulation 67 (1), Regulation 42B(6) (in the case of residential annexes or extensions), and Regulation 54B(6) (for self-build housing) of The Community Infrastructure Levy Regulations 2010 (As Amended) that a Commencement Notice (Form 6) is submitted to Three Rivers District Council as the Collecting Authority no later than the day before the day on which the chargeable development is to be commenced. DO NOT start your development until the Council has acknowledged receipt of the Commencement Notice. Failure to do so will mean you will lose the right to payment by instalments (where applicable), lose any exemptions already granted, and a surcharge will be imposed.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

Where possible, energy saving and water harvesting measures should be incorporated. Any external changes to the building which may be subsequently required should be discussed with the Council's Development Management Section prior to the commencement of work.

- 12 The applicant is reminded that the Control of Pollution Act 1974 allows local authorities to restrict construction activity (where work is audible at the site boundary). In Three Rivers such work audible at the site boundary, including deliveries to the site and running of equipment such as generators, should be restricted to 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays and Bank Holidays.
- 13 The Local Planning Authority has been positive and proactive in its consideration of this planning application, in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The applicant and the Local Planning Authority engaged in pre-application discussions which result in a form of development that maintains/improves the economic, social and environmental conditions of the District.
- 14 Due to the presence of National Grid apparatus in proximity to the application site, the Applicant should contact National Grid before any works are carried out to ensure National Grid apparatus is not affected by any of the proposed works. Further 'Essential Guidance' can be found on the National Grid website at www.nationalgrid.com or by contacting National Grid on 0800688588.
- 15 Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.