

<b>4/00589/18/FUL</b>	<b>CHANGE OF USE OF LAND AND BUILDINGS FOR THE STORAGE, SALE AND REPAIR OF CARS.</b>
<b>Site Address</b>	<b>CHEQUERS, LONDON ROAD, FLAMSTEAD, ST ALBANS, AL3 8HD</b>
<b>Applicant</b>	<b>Mr Wright, CHEQUERS</b>
<b>Case Officer</b>	<b>Briony Curtain</b>
<b>Referral to Committee</b>	<b>Contrary views of Parish Council</b>

## 1. Recommendation

1.1 That planning permission be **GRANTED**

## 2. Summary

2.1 The application seeks consent for the change of use of the land and existing buildings for the storage, sale and repair of cars. The application follows enforcement investigations. No new buildings are proposed.

2.2 Through the passage of time, all buildings and structures (timber workshops, portacabins and metal containers) currently occupying the site are immune from enforcement action and can therefore lawfully remain on the site in perpetuity. Within the Green Belt, the re-use of existing buildings is acceptable under paragraph 90 of the NPPF provided; they are permanent and substantial in their construction; and preserve the openness of the Green Belt. The use of the buildings for the storage of car parts would not alter their visual appearance and as such the openness test would be met. Moreover, the site is enclosed to all sides by close boarded fencing and mature trees / hedging such that, other than from the site entrance itself, the existing low level buildings and containers on the site are not readily visible. Their re-use will therefore preserve the openness of this part of the Green Belt. Turning to whether the structures are permanent and substantial, the timber workshop / lockup buildings are considered permanent and substantial so their re-use is acceptable and would not amount to inappropriate development. The portacabins and metal containers are not however permanent and their re-use would amount to inappropriate development. Similarly, the proposal to change the use of the land itself constitutes inappropriate development in the Green Belt as the use for 'storage, sale and repair of cars' is not an appropriate use identified in para 90 of the NPPF.

2.3 Whilst parts of the proposal represent inappropriate development, there are considered 'very special circumstances' to outweigh the limited harm. The following factors are considered to weight in favour of the proposals;

- All existing structures, are immune from enforcement action so can remain on the land, the use proposed, whilst inappropriate, would not alter their overall visual impact and as such any harm caused to the Green belt (or the purposes of including land within it) by the re-use of the temporary structures for car storage and repairs would be negligible.
- Some of the land included in the application site has lawfully been used for the storage of large plant and machinery associated with the owners' plant / utility company. The current proposal for the storage of cars for sale / repair would have a lesser visual impact than that of the much larger plant and machinery. The current proposal would therefore have a limited impact when compared to the lawful position.
- The restricted size and position of the application site means it is not suitable for the 'appropriate' uses specified in the NPPF; the application site is sited immediately adjacent to the busy A5 and next to the River Ver.
- The application site is surrounded by sites already in a similar use to that proposed. The change of use is therefore considered appropriate in the locality and acceptable given its compatibility with the surroundings.

2.4 The proposals are considered acceptable and would not cause significant visual harm to the Green belt or the purposes of including land within it.

2.5 Subject to the imposition of a condition ensuring no storage on the land to the east of the entrance, the proposals would not significantly harm the character, appearance or setting of the adjacent Grade II listed building. The limited harm to the listed building is outweighed by the public benefits; the regularisation of the commercial operations on the site may in time facilitate the repair of the listed building; the use supports employment. The proposal thus complies with Policy CS27 in this regard.

2.6 The proposals would not have an adverse impact on the safety or operation of the adjacent Highway. The site is accessed via an existing access on the A5 and It is not proposed to alter this as part of the proposal. A transport statement supports the application and it is clear that vehicle movements, hours of operation and the size of the vehicles entering the site would all be reduced. Subject to the inclusion of informatives Herts County Council have raised no objection.

### **3. Site Description**

3.1 The application site is located within the Metropolitan Green Belt and within Flood Zones 2 and 3. The site itself is located to the southeast of the A5 and comprises a yard with numerous portacabins and containers around the periphery and cars stored for sale /repair in the centre and western 'finger'. The site is surrounded by high level fencing and hedging and access to the site is gained from the A5. There is a grade II listed building situated within the eastern most section of the site. The river Ver runs to the southern side of the site however the submitted plans do not include the river Ver within the applicant's ownership.

### **4. Proposal**

4.1 Planning permission is sought for the change of use of the land and buildings (excluding the listed building) for the storage, sale and repair of cars. The application follows enforcement investigations.

### **5. Relevant Planning History**

5.1 Planning History:

4/01173/10/FUL CONSTRUCTION OF NEW STORAGE BARN AND OFFICE  
Refused  
04/05/2011

5.2 In addition, the site has a substantial planning enforcement history.

5.3 Historically the application site (excluding the western 'finger' section) has been used in association with the owners plant and utility company to store large plant, and machinery. The containers and portacabins were bought onto the site in association with that lawful use and the hardsurface constructed to facilitate it. These elements are therefore through the passage of time now lawful.

### **6. Policies**

#### **6.1 National Policy Guidance**

National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)

#### **6.2 Adopted Core Strategy**

NP1, CS1, CS5, CS8, CS27,

### 6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 13, 58, 99

### 6.4 Supplementary Planning Guidance / Documents [include only those relevant to case]

Environmental Guidelines (May 2004)

## **7. Constraints**

- A5 (200M BUFFER)
- 45.7M AIR DIR LIMIT
- GRADE 2 LISTED BUILDING
- AREA OF SPECIAL CONTROL FOR ADVERTS
- FLOOD ZONE 3
- FLOOD ZONE 2
- CIL2
- Former Land Use
- GREEN BELT

## **8. Representations**

### Consultation responses

8.1 These are reproduced in full at Appendix 1

### Neighbour notification/site notice responses

8.2 None received.

## **9. Considerations**

### Main issues

9.1 The main issues to consider are:

- Policy and principle
- Impact on Green Belt
- Impact on Listed Building
- Impact on Highway Safety
- Flood Risk

### Policy and Principle

9.2 Paragraphs of the NPPF and the Core Strategy 2013 seek to protect Green Belt land.

9.3 The change of use proposed in this application is not identified as appropriate in paragraph 90 and is therefore inappropriate development in the Green Belt.

9.4 Through the passage of time, all buildings and structures (timber workshops, portacabins and metal containers) currently occupying the site are immune from enforcement action and can therefore lawfully remain on the site in perpetuity. Within the Green Belt, the re-use of existing buildings is acceptable under paragraph 90 of the NPPF provided; they are permanent and substantial in their construction; and preserve the openness of the Green Belt. The use of the buildings for the storage of car parts would not alter their overall visual appearance and as such the openness test would be met. Moreover, the site is enclosed to all sides by close boarded fencing and mature trees / hedging such that, other than from the site entrance itself, the existing low level buildings and containers are not readily visible. Their re-use will therefore have no greater impact. Turning to whether the structures are permanent and substantial, the timber workshop / lockup buildings are considered permanent and substantial so their re-use is acceptable and would not amount to inappropriate development. The portacabins and metal containers are not however permanent and their re-use would amount to inappropriate development.

9.5 The Framework notes that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances and that substantial weight should be given to harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

9.6 Core Strategy Policy CS5 indicates that the council will apply national policies to protect the Green Belt, local distinctiveness and physical separation of settlements. Any development acceptable under the policy should not have a significant impact on the character and appearance of the countryside and should support the rural economy and maintenance of the wider countryside.

9.7 With regard to the re-use of the existing structures the following weigh in their favour;

- All existing structures, including the temporary ones, already occupy the site and are immune from enforcement action. They can therefore remain on the land. Given they exist already; openness is not a consideration. What these buildings are used for would not alter their overall visual impact and therefore no actual visual harm would be caused by the re-use of the temporary portacabin and metal containers to store car parts and undertake repairs.
- The site is well screened by mature landscaping and as such the structures cannot be readily seen from public vantage points. Any harm caused is therefore minimal
- Several companies operate from the site and have done for many years. As such the use of these structures supports employment and the local economy.

9.8 With regard to the use of the land;

- Some of the land included in the application site has lawfully been used for the storage of large plant and machinery associated with the owners' plant / utility company. The current proposal for the storage of cars for sale / repair would have a lesser visual impact than that of the much larger plant and machinery. The current proposal would therefore have a limited impact when compared to the lawful position. The areas lawful used for the storage of larger plant / machinery occupy the most prominent positions in the site such that those that form part of this change of use application would be concealed behind them. The narrow 'finger' of land to the very west would not be visible from public vantage points and when within the site the cars stored in that area are seen within the context of the cars stored lawfully on the larger central area.
- The restricted size; long and narrow, and the position of the application site; immediately adjacent to the busy A5, mean it is not ideally suited for the 'appropriate' uses specified in the NPPF; the application site is sited immediately adjacent to the busy A5 and next to the

River Ver, it is too small to provide valuable agricultural or forestry uses. In addition, it is surrounded by sites already in a similar use to that proposed. To the opposite side of the A5 is a petrol station, a truckers stop and to the east a commercial van hire centre. None of these similar uses are screened from view so have a much greater adverse impact than the use current proposed which would barely even be visible.

9.9 The proposals are considered acceptable and the special circumstances set out above are considered to outweigh the harm caused by the inappropriate development in the Green Belt and all other harm (see below for assessment of harm to highways and impact on listed building). The proposal complies with the NPPF and Policy CS5 in this regard.

#### Impact on Street Scene

9.10 The application site is located to the southern side of London Road; the A5, in Flamstead and is sandwiched between the River Ver and the road. The northern boundary, aligning the A5 is enclosed by close boarded fencing and mature landscaping. Other than from the site entrance itself, the containers, buildings and cars stored on the land are not visible. As such the proposals have a very limited impact on the character, appearance or openness of the area. The wider area is almost entirely commercial with a petrol station and truckers stop immediately opposite and a commercial van hire centre the other side of Chequers Hill, further away are hotels and a restaurant with car parks to their frontages. None of the adjacent sites exhibit the same level of screening and as such the area has a built up commercial character. Notwithstanding the landscape screen the proposed use is considered to integrate with the street scene and complies with Policy CS5, CS11 and CS12 in this regard.

#### Impact on Listed Building

9.11 The NPPF and Policy CS27 of the Core Strategy place great weight on the conservation of heritage assets. The more important the asset, the greater the weight should be.

9.12 The application site comprises a Grade II listed building to the north-eastern corner. The building is currently unoccupied and derelict. It has in the past been damaged by flooding and its proximity to this busy highway. It is in need of repair. Whilst originally an imposing building in a very rural setting, over time the area has been developed and it now appears built up. Nevertheless, it is an important heritage asset that must be conserved.

9.13 A heritage statement has been submitted to support the application and sets out the significance of the heritage asset and as assessment of the impact of the development on this asset. It concluded that since being built as a roadside coaching inn, the building has undergone substantial changes to the building itself and its setting. It is therefore considered to be of 'Regional Importance'. The proposals are assessed as having a low, indirect adverse impact on the listed building. The significance of effects is assessed as 'minor or moderate'.

9.14 The Conservation Officer is satisfied with the recommendations and findings of the Heritage Statement and concluded that the proposals would result in relatively low level harm. The area of land for the proposed uses is to be contained to that on the west of the main entrance, furthest from the listed building. A condition ensuring the use does not extend to the land to the east of the entrance will be included to safeguard the immediate setting of the historic building. This would also allow the listed building and the land immediately surrounding it to be read as a separate parcel of land to that of the adjacent commercial area. The site entrance and gates would act as the divide between the two distinct sites. Given the limited height and simple form of the buildings, the fact they are lawful, and that they set away from the listed building the harm is considered limited.

9.15 In accordance with para 134 of the NPPF where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should

be weighed against the public benefits of the proposal, including securing its optimum viable use.

9.16 The limited harm caused by the proposal must be seen in the wider context of the need to preserve and restore the derelict listed building in the long term. It should be noted that the LPA continues to seek a way forward to safeguard the future of the building. The continuation of the commercial uses on the site and the finances generated would ultimately help secure the future of the listed building. In addition, the employment opportunities the commercial use generates is a public benefit. In this instance these outweigh the very limited harm identified. The proposal complies with Para 134 of the NPPF and Policy CS27.

#### Impact on Highway Safety

9.17 The proposals would not have a significant adverse impact on the safety or operation of the adjacent highway. A transport statement supports the application and sets out the previous site uses and the scale of operations undertaken and compares these to the existing / proposed use. The site is accessed via an existing entrance onto the A5, this is fairly wide and has reasonable visibility in both directions. This would not alter as a result of the proposals. The site has been used for many decades for commercial uses without significant adverse highway implications. The statement concludes that there would be a reduction in the total number of vehicle movements, reduced hours of operation, and smaller vehicles when compared to previous uses. The proposed use represents a less intense use and as such is considered acceptable in highway terms.

9.18 Herts County Council Highways have not objected to the development subject to the inclusion of informatives. and as such the proposal is considered acceptable and in accordance with Policies of the Core Strategy 2013.

#### Other Material Planning Considerations

##### Flood Risk

9.19 The site is situated within Flood Zone 3 and the site and surrounding area is known to flood. The listed building has been damaged in the past and it is understood that the applicant has been working with the Environment Agency to address some of these issues. Additional works are required but these do not fall to be considered as part of this application.

9.20 The Environment Agency have been formally consulted on the proposals. Having assessed the flood risk in relation to the current proposals only, they raise no objection subject to the inclusion of informatives. These have been included.

## **10. Conclusions**

10.1 The proposed development would constitute inappropriate development in the Green Belt. However, there are very special circumstances, which outweigh the very limited harm to the openness and visual amenity of the Green Belt. These include the fact the existing structures are immune from enforcement action and can remain on the site; the small and narrow characteristics of the site making it unrealistic to be used for appropriate purposes (as defined in the NPPF), and the fact that the site is surrounded by commercial uses similar to the proposed use.

**11. RECOMMENDATION** – That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

No	Condition
1	<p><b>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</b></p> <p><u>Reason:</u> To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p><b>The permission hereby granted for the use of the land and buildings for the storage, sale and repair of cars relates only to the land to the east of the entrance gates.</b></p> <p><b>The area of land to the west of the entrance gates shall permanently remain open and not be used for commercial storage. Other than the existing mobile home and Listed Building, no cars, vehicles, buildings or other structures shall be parked / stored /constructed on this land.</b></p> <p><u>Reason:</u> To safeguard the special character, appearance and setting of the adjacent listed building in accordance with Policy CS27 of the Core Strategy 2013.</p>
3	<p><b>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</b></p> <p><b>WRI/21802/SITE 1</b>  <b>24100 Sheet No. 2 - Portacabin 1</b>  <b>24100 Sheet No. 3 - Portacabin 2</b>  <b>24100 Sheet No. 6 - Container</b>  <b>24100 Sheet No. 7 - Timber Workshop</b>  <b>24100 Sheet No. 8 - Timber Workshops</b>  <b>24100 Sheet No. 9 - Container 2</b></p> <p><u>Reason:</u> For the avoidance of doubt and in the interests of proper planning.</p> <p><u>Article 35:</u></p> <p>Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p><u>HIGHWAY INFORMATIVES:</u></p> <ol style="list-style-type: none"> <li>1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <a href="http://www.hertfordshire.gov.uk/services/transtreets/highways/">http://www.hertfordshire.gov.uk/services/transtreets/highways/</a> or by telephoning 0300 1234047.</li> </ol>

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

#### ENVIRONMENT AGENCY INFORMATIVES

##### Advice to applicant

We have reviewed the non-mains drainage assessment and recommend you implement the following pollution prevention measures.

1. Only uncontaminated surface waters can be discharged to any watercourse. Vehicle wash waters must be conveyed to a foul sewer (with the permission of the water undertaker). If no foul sewer is available then the wash water must be conveyed to a sealed, recirculation system with no overflow, or to a sealed tank for off-site disposal. Wash water must not be discharged to any watercourse or soakaway.
2. Prior to being discharged into any watercourse, all surface water drainage from parking areas and hard standings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.
3. Detergents entering oil interceptors may render them ineffective. As such, detergents and vehicle washings should not discharge into the surface water drainage or via an interceptor.

##### Reasons

The Thames River Basin Management Plan (2015) requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without these Measures, the impact could cause deterioration of the ecological status of the River Ver because it would:

- Result in the release of priority hazardous substances such as hydrocarbons and/or
- Result in the release of substances that would have a detrimental effect on the water quality of the receiving watercourse, such as vehicle wash detergents.

##### Advice to applicant - Flood Risk Activity Permit

Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Ver, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at: [PSO-Thames@environment-agency.gov.uk](mailto:PSO-Thames@environment-agency.gov.uk).

## **Appendix 1**

### **Consultation responses**

#### **1. Flamstead Parish Council**



The Council objects to this application for many reasons:

There has been no attempt to improve the state of the dwelling despite reassurances that the plant machinery/dredging equipment was on site for that purpose; the flooding is not under control; there are multiple omissions, numerous factual errors and scant regard has been given to the planning process to date. Further consideration needs to be given to the implications of the planned roundabout at the bottom of Chequers Hill and how the exit of the applicant's site (with its many daily vehicle movements) would impact on that. The Parish Council would like to meet with the Enforcement Officer to discuss the application in full.

## 2. Hertfordshire county Council – Highway Authority

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.

HCC as highway authority has no reason to object to the grant of approval, subject to the informative notes below.

### INFORMATIVES:

1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

### COMMENTS

This retrospective application is for Change of use of land and buildings for the storage, sale and repair of cars.

### PARKING

There are 10-15 unallocated visitor and employee parking spaces on site, with an additional 70 spaces for parking cars for sale.

### ACCESS

Existing vehicular and pedestrian access is via a crossover on London Road. No new or altered vehicle access is proposed to or from the public highway and no works are required in the highway.

London Road is a classified principal road, the A5183, subject to a 50mph speed limit. There have been 14 accidents involving personal injury in the vicinity of the site within the last 5 years; one of these fatal and three serious. However, details given in the document "TRANSPORT STATEMENT" supplied as part of the application indicate that none of these can be directly attributable to use of this access.

## TRIP GENERATION

The Transport Statement also states that previous use of the site involved 50 one way trips daily to and from the site, including both HGV's and lighter vehicles, and that the site was operational 24/7.

This change of use has been operational since 2014 and has reduced the number of daily trips, as well as the opening hours and the size of vehicles accessing the site.

## CONCLUSION

Hertfordshire County Council as Highway Authority considers the proposal would not have an increased impact on the safety and operation of the adjoining highways

### 3. Conservation

It was noted within the application that there is a drawing for the scaffolding storage structure adjacent to the listed building which has now been removed. This is not acceptable and is noted in the applicant's heritage assessment as not acceptable. It should therefore be removed from the application.

The chequers building is an interesting historic property which is grade II listed. Historically it was set back but adjacent to Watling St (this section is now the A5183) and located on a bend of the river Ver. However clearly in the latter half of the 20<sup>th</sup> century and the 21<sup>st</sup> century the area has become somewhat built up and in particular with the busy highway, service station, lorry park and commercial vehicle hire centre. It has therefore lost its more tranquil rural setting seen in the early photographs submitted with the heritage assessment.

Overall whilst not ideal we believe that the proposed new structures to the west of the entrance would have a relatively low level harm. This harm needs to be balanced against any public benefit as per paragraph 134 of the framework. However this should be seen in the wider context of the need to preserve and restore the listed building in the long term. It should be noted that we continue to seek a way forward to find a way forward to safeguard the future of the building in the long term.

We would recommend that if the officer were minded to grant the proposal that no car sales, repairs /storage/ customers parking be undertaken to the east of the entrance onto the site. This would be to preserve the setting of the listed building and protect the asset for the longer term. We would however not object to the location of the mobile home identified on the plan opposite to allow the site and businesses located there to function.

**Recommendation We would not object to the proposals but would recommend that there either be a condition or the red line of the application altered to prevent the area immediately adjacent to the listed building having consent for the above change of use for car sales, repairs and storage.**

### 4. Environment Agency

Thank you for consulting us on the above planning application. We acknowledge that the site falls within flood zone 3. After reviewing the flood risk of the proposed site along with the information submitted, we have **no objections** to the proposed development, but recommend the following advice.

#### **Advice to applicant**

We have reviewed the non-mains drainage assessment and recommend you implement the following pollution prevention measures.

1. Only uncontaminated surface waters can be discharged to any watercourse. Vehicle wash

waters must be conveyed to a foul sewer (with the permission of the water undertaker). If no foul sewer is available then the wash water must be conveyed to a sealed, recirculation system with no overflow, or to a sealed tank for off-site disposal. Wash water must not be discharged to any watercourse or soakaway.

2. Prior to being discharged into any watercourse, all surface water drainage from parking areas and hard standings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

3. Detergents entering oil interceptors may render them ineffective. As such, detergents and vehicle washings should not discharge into the surface water drainage or via an interceptor.

**Reasons** The Thames River Basin Management Plan (2015) requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without these Measures, the impact could cause deterioration of the ecological status of the River Ver because it would:

Result in the release of priority hazardous substances such as hydrocarbons

and/or

Result in the release of substances that would have a detrimental effect on the water quality of the receiving watercourse, such as vehicle wash detergents.

**Advice to applicant - Flood Risk Activity Permit** Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Ver, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at [PSO-Thames@environment-agency.gov.uk](mailto:PSO-Thames@environment-agency.gov.uk).