

09 / 0163



Title: Design and access statement
Location: Croxley Green Watercress Farm and Fisheries
Address: Rousebarn lane, Rickmansworth, Hertfordshire, WD3 3GG
Date: 9 January 2008
Version: 501 – application 08/1640/FUL

This document is to be read in conjunction with the whole planning application – specifically the following documents which are referenced in the text:

Document 29 v801 – highways response document

Table of contents

Contents

1.	Project Overview	2
2.	Design Principles	3
3.	Design Concepts	4
4.	Maps	5
5.	Photos	6
6.	Consultations with the Access Officer	7
7.	Other stakeholders	8
8.	Drawings	Error! Bookmark not defined.
9.	The DESIGN component	9
10.	The ACCESS component	11

1. Project Overview

The purpose of this planning application is to improve the security of Croxley Green Watercress Farm and Fisheries. The improved security will then enable improvements in environmental management and good farming compliance. The end result will lead to the creation of new farming jobs and an increased supply of watercress for the domestic market.

The planning application includes:

- 1.) Renewal of boundary fence and gate
- 2.) Relocation of watercress processing plant
- 3.) Part - retrospective application for the removal of asbestos cement and the replacement with timber for the water pump houses and processing plant
- 4.) Retrospective application for the addition of watercress silt pits

2. Design Principles (Braun's 10 Principles of Good Design)

Innovation – The principle objective of this application is to protect the site, which will be the platform to enable the environmental management and adherence to current good farming technique. The use of a physical boundary (fence) will not be sufficient but the alignment with the latest security technology and security presence will facilitate the minimum required security standard.

Product enhancement – the use of a modern processing plant could allow this site to produce up to 4% of the UKs requirement for watercress.

Aesthetics – the starting position for this project is a contaminated non managed area because of the frequent fly tipping. It shows minimal animal and plant variation due to the localised contaminated areas. The cleaning of the site and managed planting will promote plant variation and wild animal use. To date the cleaning of the watercress beds has shown large clean water areas with good wild bird numbers, and has led to a reduction in casual fly tipping. The creation of the scented gardens will again create an area of beauty from a previously inaccessible site with high contamination and rubbish.

Logical structure – The movement of structures would enable a logical work flow of materials and processing across the site. It will enable positive re-cycling to now be performed and make significant energy savings in site operating.

Unobtrusive – The aim is to recreate a farm that would appear as it would have done 100 years earlier. For those who walk regularly in the area the comments we would aim to receive would be that of familiarity and remembrance of the way the farm was. In so doing there will be little reliance on heavy plant equipment, and modern surfaced materials.

Honest – It is the ambition to use all best farming practices

Enduring - the project will be run as a social enterprise. After the initial start up it will no longer require the donations seen to date. It must be a "for profit" organisation to ensure it has the resources to endure for the long term.

Consistent – All government policy is focussed towards local food supply, renewable energy, recycling and regeneration. In addition the social values of this project are fully explored.

Ecological – The project will enable a new local food supplier to be regenerated. It has a heavy reliance on recyclable energy and will be mostly self sustaining (extracting 6 tonnes of atmospheric CO2 per annum). Heavy product movement will be made by canal.

Minimal – Specific areas will be used for specific tasks creating simplicity in overall design.

3. Design Concepts - Written statement

Croxley Green Watercress Farm and Fisheries has been in place since 1800 (or earlier). It was laid down with specific construction for the farming of fish and watercress. This application is targeted on modernising the farm in a sympathetic way which will maintain the appearance and feel the farm had 100 years ago.

- The area has been subjected to vandalism, theft, and fly tipping. It is not unreasonable to ask to replace the damaged and missing fencing on the site and to ensure continuity of fencing around the site.
- The current buildings on site are in a poor state of repair and are poorly located. The building should be moved and repaired.
- In the construction of buildings allowance should be given to introducing features such as solar panels and turbines to minimise reliance on conventional energy sources.
- The process of harvesting watercress is a highly manual operation, and while the crop grows during most seasons it does show seasonal variation. The process of operating a fishery requires daily attendance. There is a requirement for on site management and security.
- The addition of silt pits for the farming of watercress is as defined as best technique as described by the National Rivers Authority.

5. Photos



The lake



Watercress beds



Road access



Connection to the canal



Silt pits

6. Consultations with the Access Officer

Meeting has been requested but there is no access office working for Three Rivers

7. Other stakeholders

EA – water abstraction
EA – waste disposal
EA – rivers and water flow
EA – fishing
EA – wildlife assessment
EA – DEFRA
EA – Composting
EA – Silt recovery and treatment

Three rivers planning
Watford planning
Building regulations

Friends of Croxley green

British waterways

Watford Piscators

Contact addresses and names

Water extraction

Kristina Sodomkova
kristina.sodomkova@environment-agency.gov.uk

Victoria Owen
victoria.owen@environment-agency.gov.uk

Waste disposal

Victoria Owen
victoria.owen@environment-agency.gov.uk

Flood Risk Management

Paul Etienne Flood risk enforcer paul.etienne@environment-agency.gov.uk

Paul Corley, Flood Defence Inspector paul.corley@environment-agency.gov.uk

Fish farming and management from DEFRA

Mathew Hart 01707 632564, 08708 506506

8. The DESIGN component

The statement must cover seven elements:

Response to context - How the physical, social, economic and policy context of the development has influenced its design in relation to the other six elements.

Element	Physical	Social	Economic	Policy
Amount	Minimum size to enable the farm to be run effectively	Minimum size to ensure minimal concern from local residents	Minimum size to ensure long term economic viability	Buildings designed to complement the running and regeneration of the farm
Use	To provide the necessary space to ensure compliance with all relevant farming, food manufacturing and storage legislation	To ensure long term job security for the local employed	To ensure logical and financially efficient operation	To ensure long term success and re-assurance to maintain local employment and production
Layout	To be compliant with local legislation and government guidelines	To ensure effective commercialisation and provide jobs for local residents	To ensure efficient throughput and flow of production	To complement the area and the history of the farm in this position
Scale	Single storey low height buildings,	positioned away from site or with low visibility in mind	To be large enough only to ensure economic long term viability	To complement the area and the history of the farm in this position
Appearance	Low impact buildings made from materials consistent with the site	To be recognised as a benefit to the local community	To provide a service to the local community	To complement the area and the history of the farm in this position
Landscaping	Design and appearance selected to complement landscaping	To provide community benefits and advantages	To run as a social enterprise to ensure long term sustainability	To be generally accepted and have an as "expected" feeling

Amount - How much would be built on the site.

- Watercress processing plant to be re-sited

Use - For what buildings and spaces will be used

- Watercress processing plant will be used to process watercress, and house site security

Layout - The buildings and space in between within the site, and the relationship of these to the surrounding environment

- Watercress processing plant will be located by the main car park alongside the main watercress beds but behind a dense row of trees so as not to be visible from the highway

Scale - height, width and length of each proposed building and space between buildings

Building	Height	Width	Length
Processing Plant	4.5m	7m	18.1m

Appearance - What the finished building and space will look like.

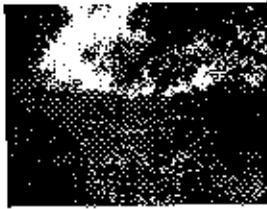
20 degree high pitch green shingle roof with large overhang, finished exterior wood cladding, woodgrain PVCu double glazed windows to exterior, white to interior, woodgrain PVCu fascias.



Space

The land is in poor condition and will be cut pastured for the next 4 to 5 years (as a minimum).

The Watercress beds will vary from open clear water beds



To green foliage cover when the watercress is growing (2 year growing cycle).



Picture of Watercress beds at different heights during different growing phases in each bed

Landscaping - How open space will be treated to enhance and protect the character of the area.

The first requirement is to clear the fly tipping and then clean and re-generate the soil prior to agricultural growing. The anticipation is that the cleaning of the watercress beds will take two years and the land soil 4 to 5 years. The measures for soil cleaning will be by grass pasteurisation.

For the longer term there will be crop rotation with the focus on herbs that have anti-emetic effects (eg. Lavender). Car parking areas will be tidied with spaces clearly marked using fully recyclable materials (timber).

9. The ACCESS component

the statement must cover the following elements

Disabled access - What approach has the applicant taken towards access, especially for disabled, and how have relevant policies in local development documents been taken into account?

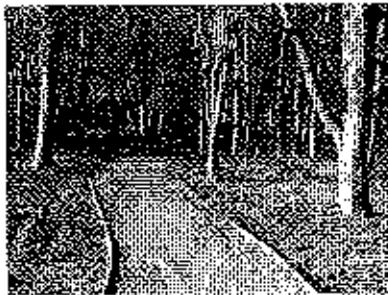
Application has been made for:

The site is currently very uneven and is not suitable for wheelchair access. This means that we can not employ those who require wheelchair use, or can not cross uneven surfaces.

This can easily be resolved and has been addressed in our main application

Disabled pathways to enable site access

Coxwell Path Gravels



Architects, landscape contractors, amenity managers and golf course designers have searched for years for the ultimate pathway material; a material that combines durability and low maintenance with the aesthetic beauty of natural gravel. The Grundon Wicklesham Quarry in Oxfordshire produces a material that satisfies all these needs, a natural looking brown gravel that matures and improves with age and is very hardwearing.

Coxwell Self-Binding Gravel is a unique material formed in what was once a tropical lagoon at the Faringdon site. A combination of sponge gravel and grit sand, the material is available only through Grundon and is proven on contracts at:

- | Richmond Park, London
- | Cotswold Wildlife Park, Burford, Oxfordshire
- | Westonbirt Arboretum, Tetbury, Gloucestershire
- | Barge Walk, Kingston-upon-Thames
- | Painshill Park, Chobham
- | Waterside Park, Heathrow
- | Hambledon Horse Trials, Oxfordshire

And buildings suitable for disabled access to incorporate disabled toilet facilities

How will all users of the site have equal and convenient access to buildings and spaces and the public transport system?

We propose to have quality (sensitive) paths to the buildings. The exits from the farm are onto tarmac – which is short distance to the tube and local buses.

What information was gleaned from any consultations conducted?

The newest projects in suburban parks were studied to determine the best techniques and ideas for disabled access. We have spoken with Richmond Park, Richmond planning department and viewed Kew Gardens to decide upon the Coxwell paths.

How any issues that affect the access to the site (roads, footpaths and sightlines), the movement around the site and how disabled people are not segregated, and access for emergency vehicles.

Currently if there is a severe accident on site then emergency vehicle access is limited to light weight four wheel drive.

The application would enable rapid access to all areas of the site, apart from the water covered areas. The water areas would be supported by suitable life saving apparatus and water born transport.

Title: Highways Response
Location: Croxley Green Watercress Farm and Fisheries
Address: Rousebarn lane, Rickmansworth, Hertfordshire, WD3 3GG
Date: 9 January 2009
Version: 501

This document is to be read in conjunction with the whole planning application – specifically the following documents which are referenced in the text:

Document 11 – Design and access statement
 Document 18 – A0 site diagram with proposed site routes

Contents

1	Introduction.....	2
1.1	Items covered in the planning application	2
1.2	Project benefits.....	2
2	Site plans	3
2.1	Aerial photograph	3
2.2	Car parking places.....	4
2.3	Transport survey for vehicle access to and from the farm.....	7
2.3.1	Current average daily vehicle movement by Month.....	7
2.3.2	Predicted average daily vehicle movement by Month if planning approved	8
2.3.3	Comparison of 40% movement reduction due to planning approval reduction.....	9
2.4	Explaining the reduction in traffic.....	9
2.4.1	Removal of location 1 parking area.....	9
2.4.2	Introduction of permit parking for fishing club	10
2.4.3	On site accommodation	Error! Bookmark not defined.
3	Additional traffic flow and site access.....	11
3.1	Delivery of materials to site.....	11
4	On site vehicle turning facilities.....	13
4.1	Proposed site road plan.....	13
4.2	Vehicle turning areas.....	14
5	Response to Highways Comments	Error! Bookmark not defined.

1 Introduction

The purpose of this planning application is to improve the security of Croxley Green Watercress Farm and Fisheries. The improved security will then enable improvements in environmental management and good farming compliance. The end result will lead to the creation of new farming jobs and an increased supply of watercress for the domestic market.

This document shows how the vehicle flow to the site will reduce by 40% if planning permission is approved

1.1 Items covered in the planning application

- 1.) Renewal of boundary fence and gate
- 2.) Relocation of watercress processing plant
- 3.) Part - retrospective application for the removal of asbestos cement and the replacement with timber for the water pump houses and processing plant
- 4.) Retrospective application for the addition of watercress silt pits

1.2 Project benefits

Local employment:

- To have 5 full time employees, and 6 part time workers

Environmental

- CO₂ footprint will show an uptake of 6 tonnes per year
- The cleaning of the fly tipped land will create a new fertile area of 4 acres
- The cleaning of the watercress beds will create a habitat for wildlife and see new growth
- The enhancement and improved efficiency to the floodplain

Historic site of interest

- The regeneration of an old established industry

Nutritional

- The supply of watercress and water mint (up to 4% of the UK supply)

2 Site plans

2.1 Aerial photograph

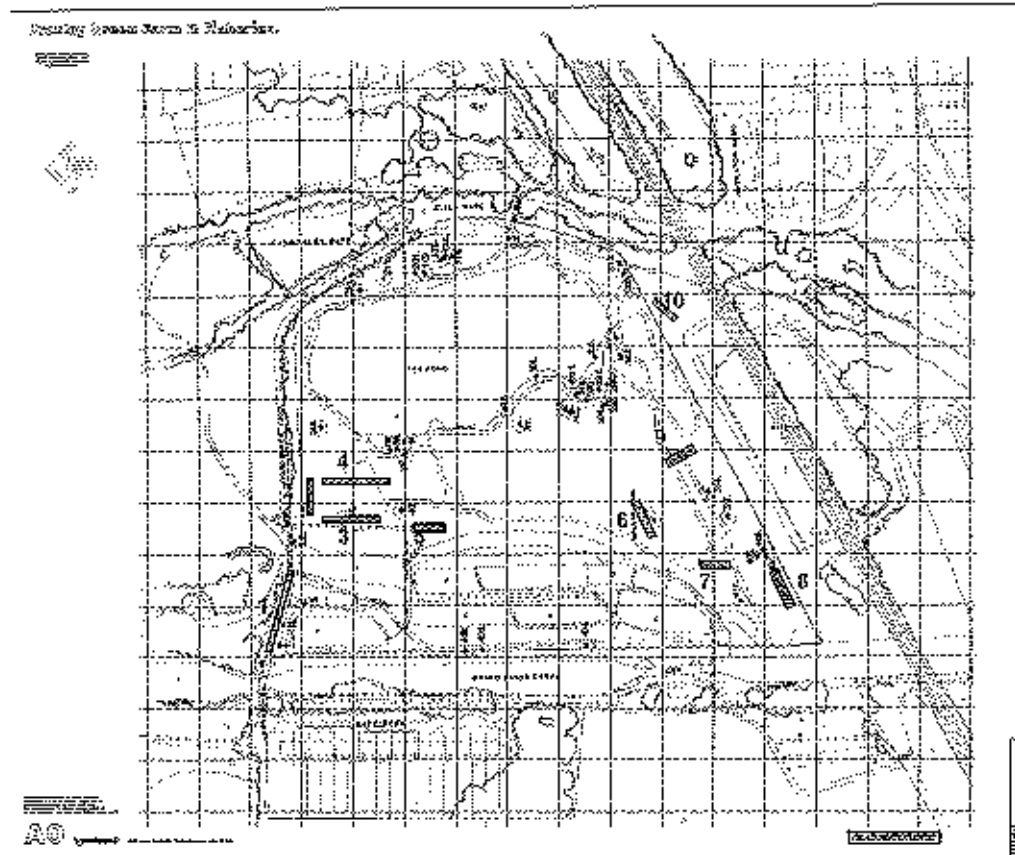
The picture is reference of:

<http://www.mullmap.com/images/7qs=wd33gg&countryCode=GB#map=51.65498;-0.42585;16|32&loc=GB:51.65722;-0.43018;16|wd33gg|WD%203GG>



2.2 Car parking places

The green boxes in the plan below show the current normal places for vehicle parking (note: when trespass is high we sometimes leave the diggers on the concrete rises in the watercress beds to make access difficult – not shown on plans). Typically we use up 45 to 50 locations across the site to park vehicles. The common locations are shown below.



Location	Spaces
1	8
2	4
3	8
4	10
5	2
6	2
7	2
8	5
9	2
10	2
Total	45

Location 1: 8 cars



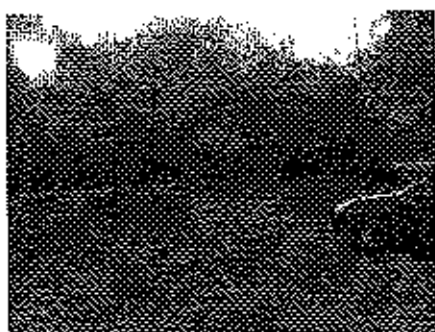
Location 2: 4 spaces – Watford piscators



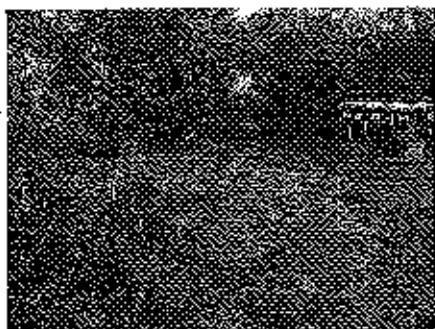
Location 3: 8 spaces



Location 4: 10 spaces (Watford piscators)



Location 5: 2 spaces



Location 6: 2 spaces for agricultural vehicles



Location 8: 5 spaces



2.3 Transport survey for vehicle access to and from the farm

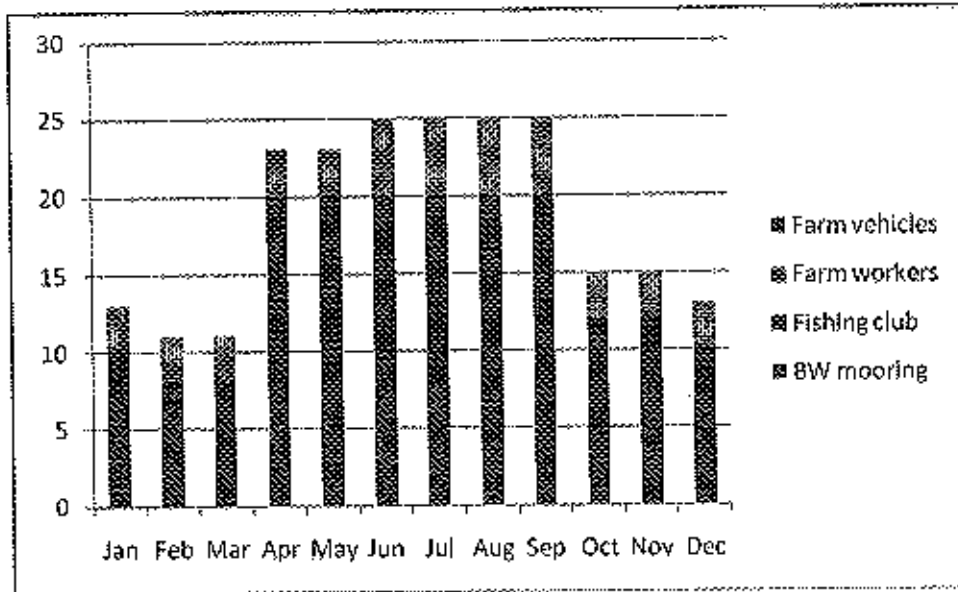
Vehicle groups:

- 1.) BW mooring
- 2.) Fishing club
- 3.) Farm workers
- 4.) Farm vehicles

2.3.1 Current average daily vehicle movement by Month

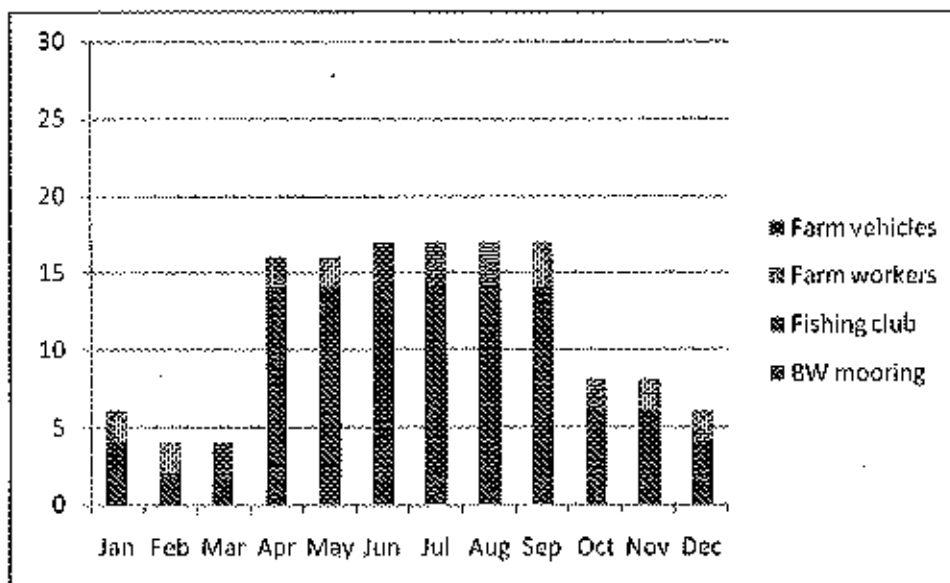
Note: The farm vehicles do not leave site

Month	BW mooring	Fishing club	Farm workers	Farm vehicles
Jan	8	2	3	0
Feb	8	0	3	0
Mar	8	0	3	0
Apr	8	12	3	0
May	8	12	3	0
Jun	8	12	5	0
Jul	8	12	5	0
Aug	8	12	5	0
Sep	8	12	5	0
Oct	8	4	3	0
Nov	8	4	3	0
Dec	8	2	3	0



2.3.2 Predicted average daily vehicle movement by Month if planning approved

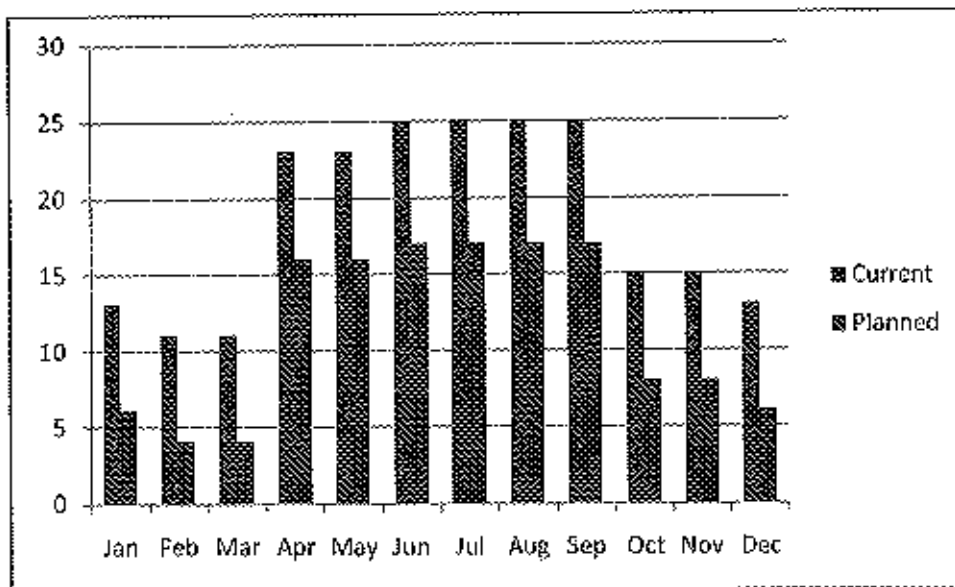
Month	BW mooring	Fishing club	Farm workers	Farm vehicles
Jan	2	2	2	0
Feb	2	0	2	0
Mar	2	0	2	0
Apr	2	12	2	0
May	2	12	2	0
Jun	2	12	3	0
Jul	2	12	3	0
Aug	2	12	3	0
Sep	2	12	3	0
Oct	2	4	2	0
Nov	2	4	2	0
Dec	2	2	2	0



2.3.3 Comparison of 40% movement reduction due to planning approval reduction

Average daily vehicle movement per month

Month	Current	Planned
Jan	13	6
Feb	11	4
Mar	11	4
Apr	23	16
May	23	16
Jun	25	17
Jul	25	17
Aug	25	17
Sep	25	17
Oct	15	8
Nov	15	8
Dec	13	6

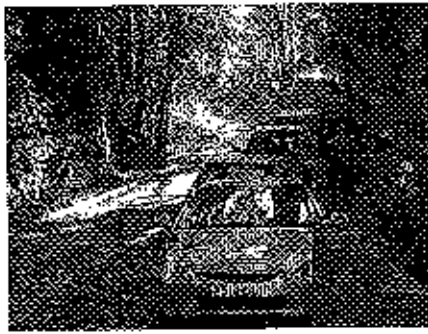


2.4 Explaining the reduction in traffic

2.4.1 Removal of location 1 parking area

The parking 1 area will be removed due to new boundary fencing

Location 1: 8 cars



2.4.2 Introduction of permit parking for fishing club

The main car park will be managed and require permit parking. Vans will not be allowed in the main car park. This will reduce 2 fishing club places.



2.4.3 New processing plant with security

Will reduce the requirement for transporting processing equipment to and from the farm on a daily basis

3 Additional traffic flow and site access

3.1 Delivery of materials to site



This is a picture of delivery lorry delivering replacement tracks for the mini digger on 15th October 2008. The delivery is dropped off at the junction with Gade bank road and the delivery lorry does not cross the bridge. There is a turning facility here. Material deliveries to the site are very infrequent.

Deliveries in 2008 included:

- 1.) One asbestos skip collection
- 2.) One timber delivery by B&Q
- 3.) One delivery of mini digger tracks

For products of significant weight or volume then they are walked across the bridge for organised collection, or delivered by boat along the Grand Union canal.

The planned transport of packaged watercross will mainly be by boat or car. Large bulk materials for construction will be brought in by the canals.

Response to re-cycling

The application is clear in that refuse collection will not be required from the site if the planning permission is granted.

To date the following materials have been removed from site that could not be recycled:

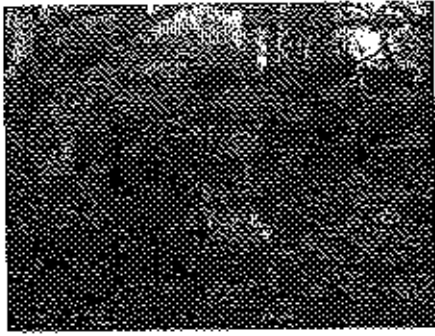
- 1.) Asbestos cement:

The procedure has been to use an external specialist company that comes on site and double bags the asbestos cement on site. A specific asbestos skip is used. The skip is delivered to the junction between Gade bank and Rousebarn lane. The bags of asbestos are manually carried over the bridge and loaded into the skip. The skip is completely filled in a matter of minutes and then the skip is taken away.

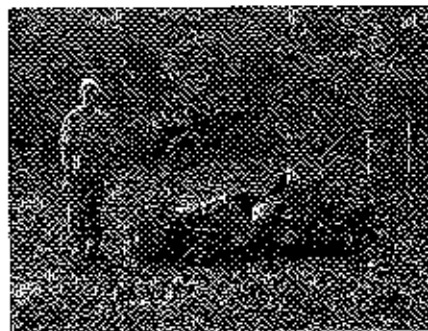
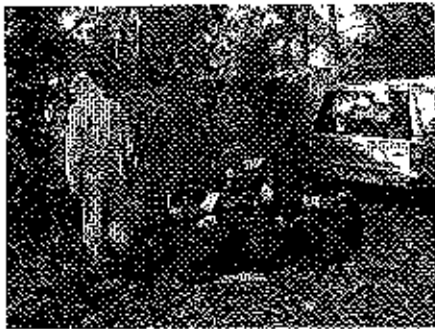
If further fly tipping of asbestos cement can be halted then this procedure may only be required one more time.

- 2.) Disposal of fly tipped materials:

Pictures of fly tipping that occurred between Monday 15th September 2008 and Wednesday 17th September 2008. This was observed by Laurence Moore in person.



Three pictures below taken on Friday 17th October 2008



The pictures above show the amount of rubbish collected and the picture below shows the cleared area.



Without the approval of the planning application there is no reason to think the fly tipping will stop. There is currently a significant amount of rubbish to be disposed of on a regular basis. On a well managed site following an approved application the site will be self sufficient and capable of waste recycling.

4.2 Vehicle turning areas



There are no parallel parking spaces in the site apart from section 1 which will be removed if the planning application is successful.