

PART A	
Report of: Head of Development Management	
Date of committee:	15 February 2017
Site address:	18-20, Caxton Way
Reference Number:	16/01585/FULM
Description of Development:	Erection of two storey building to provide 4 industrial units incorporating mezzanine floors (Use Classes B1(c), B2 and/or B8), including car parking, access arrangements and external bin and bike stores.
Applicant:	Watford Borough Council
Date Received:	01 December 2016
13 week date (major):	02 March 2017
Ward:	Holywell

1.0 Site and surroundings

- 1.1 The site is located on the south-western side of Caxton Way adjoining a short spur road leading to Observer House. It previously comprised 3 industrial units but these have recently been demolished and the site cleared.
- 1.2 Adjoining the site is 16, Caxton Way, a small industrial unit. To the rear, the site backs on to Croxley Business Park.

2.0 Proposed development

- 2.1 To erect a two storey building measuring 55m long by 32m deep to provide 4 industrial units comprising 444m² (384m² each at ground floor) and incorporating a small mezzanine at first floor (60m²). Each unit will have a loading bay and 3 or 4 parking spaces on the frontage. A further 6 parking spaces are to be provided to the side of the building. Bin and cycle stores are also proposed.

3.0 Relevant planning history

- 3.1 The following planning history is relevant to this application:

83/00191/FUL – Planning permission granted in November 1983 for the erection of approximately 7,000 square feet in two single storey portal frame buildings to provide 3 factory units together with associated works.

4.0 Planning policies

4.1 Development plan

In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:

- (a) *Watford Local Plan Core Strategy 2006-31*;
- (b) the continuing “saved” policies of the *Watford District Plan 2000*;
- (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026*; and
- (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*.

4.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.

4.3 Watford Local Plan Core Strategy 2006-31

WBC1	Presumption in favour of sustainable development
SS1	Spatial Strategy
SPA6	Western Gateway
SD1	Sustainable Design
SD2	Water and Wastewater
SD3	Climate Change
SD4	Waste
EMP1	Economic Development
EMP2	Employment Land
T2	Location of New Development
INF1	Infrastructure Delivery and Planning Obligations
UD1	Delivering High Quality Design

4.4 Watford District Plan 2000

SE7	Waste Storage, Recovery and Recycling in New Development
SE24	Unstable and Contaminated Land
SE27	Flood Prevention

SE28	Groundwater Quality
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
E1	Employment Areas
E5	Environmental Considerations

4.5 **Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026**

- 1 Strategy for the Provision of Waste Management Facilities
- 2 Waste Prevention and Reduction
- 12 Sustainable Design, Construction and Demolition

4.6 **Hertfordshire Minerals Local Plan Review 2002-2016**

No relevant policies.

4.7 **Supplementary Planning Documents**

The following Supplementary Planning Documents are relevant to the determination of this application, and must be taken into account as a material planning consideration.

4.8 *Watford Character of Area Study*

The Watford Character of Area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.9 **National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 7 Requiring good design

Section 10 Meeting the challenge of climate change, flooding and coastal change

Decision taking

5.0 Consultations

5.1 Neighbour consultations

The following properties were notified:

16 and First Floor, 16, Caxton Way
Observer House, Caxton Way
9-17, Caxton Way

No representations have been received.

5.2 Statutory publicity

The application was publicised by site notice posted on 09 December 2016 and by advertisement in the Watford Observer published on 09 December 2016. The site notice period expired on 06 January 2017 and the newspaper advertisement period expired on 30 December 2016.

5.3 Technical consultations

The following responses have been received from technical consultees:

5.3.1 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 subject to the following conditions:

Condition 1 - Before any development commences on site details of access road serving the individual unit of the development shall be submitted and approved by the planning and highway authority. This should include details of satisfactory arrangements for surface water from the site to be intercepted and disposed off separately so that it does not discharge on to the public highway.

Reason: to ensure that the highway works are to the highway authority's current standards/safety.

Condition 2 - Prior to the use of the approved development the applicant shall rearrange the on-street parking to the satisfaction of the local planning/parking authority to enable 10m Rigid Heavy Goods vehicle to enter and leave the site in a safe manner.

Reason: in the interest of free and safe flow of traffic and safety of other road users.

Site and surrounding:

The site is located within the industrial and commercial neighbourhood of Caxton Way and Crosley Green industrial estate. The local area is dominated by a large number of industrial, commercial and office buildings of different sizes. The site address is 18-20 Caxton Way and at present the site is vacant and the buildings are demolished.

Caxton Way is an unclassified local access road, a one-way loop road connecting with Green Hill Crescent on either side. There is on-street parking restriction on the side adjacent to application site by means of double yellow line. However, on street parking bays are provided on the opposite side.

Accessibility:

The site is suitably located for accessibility by all modes of transport. The site is located in west of Watford Borough and west of Croxley Green. The site is on easy access by bus, trains and underground. The site also has good network of footway and cycleway network and it is only 2.5KM from the Watford Town Centre. The area is linked to wider road network via M1 , M25 with a series of “A” and “B” classified roads.

Access and parking:

The applicant proposal is to divide the unit in to 4 units and 15 vehicles to be accessed via Caxton Way by means of drop kerb and 6 vehicles to be access via the adjacent cul-de-sac. No details of the required drop kerb and on-site drainage details are provided as part of this application. The condition 1 is to ensure adequate and safe drop kerbs and on-site drainage are provided.

The application form states 19 car parking bays, 2 disabled bays and 4 bays for 10m rigid Lorries. The Transport assessment swept path indicates the need to narrowing the on –street parking bay to 1,8m wide. Watford Council as the applicant and the local parking authority could consider some rearrangement of the on-street parking adjacent to the application site.

Conclusion:

The previous use of the site was of industrial nature and the site is located and surrounded by busy industrial and commercial units. The additional traffic associated with the proposed development is unlikely to have a material impact on the local and wider road network. Highway Authority does not wish to restrict the grant of consent subject to the above conditions and advisory note,

5.3.2 Hertfordshire County Council (Lead Local Flood Authority)

Following a review of the Flood Risk Assessment carried out by DSA reference 16/23672 Rev A dated November 2016, we can confirm that we have no objection on flood risk grounds.

We note the drainage strategy is based upon attenuation and discharge into existing Thames Water Sewer. Due to the site previous use and the potential for contamination, infiltration has not been proposed. The surface water run-off will be restricted to 12.5 l/s which provide a 50% betterment and attenuation volume will be provided with the use of an attenuation tank.

We therefore recommend the following conditions to the LPA should planning permission be granted.

Condition 1:

The development permitted by this planning permission shall be carried out in accordance with the approved DSA reference 16/23672 Rev A dated November 2016, and the following mitigation measures detailed within the FRA:

1. Implement appropriate drainage strategy based on attenuation and discharge into Thames Water Sewer.
2. Implementing appropriate SuDS measures as indicated on the drainage drawing (Appendix C).
3. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.

Reason:

1. To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future occupants.

Condition 2:

No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro- geological context of the development has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year + 40% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the

development is completed.

The scheme shall also include:

1. Detailed surface water calculations for all rainfall event up to and including 1 in year plus 40% for climate change.
2. Detailed engineered drawings of proposed SuDS features.
3. Details of how the scheme shall be maintained and managed after completion.

Reason:

To prevent the increased risk of flooding, both on and off site.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

5.3.3 Crime Prevention Design Advisor

Secured by Design Physical Standards: Whilst content with the layout, I would ask that the physical security is to the Secured by Design award physical standards which are:

Bollards: Security bollards to BS PAS 68:2013 or if bollards not required to protect against vehicles to BS 170-1.

Roller Shutters: Roller shutters for vehicle access to warehouses should be to LPS 1175: Issue 7, SR2; or STS 202 BR2; or Sold Secure.

External Doors: External doors to BS PAS 24:2012 or LPS 1175: Issue 7, SR2 or STS 201 or STS 202: Issue 3, BR2.

External ground floor windows: External ground floor or easily accessible windows to BS PAS 24:2012 or STS 204 Issue 3:2012 or LPS 1175 Issue 7:20110 SR1 or LPS 2081 Issue 1:2014 SRA and glazing to incorporate one pane of laminated glass to a minimum thickness of 6.4mm.

These standards are entry level security and meet the Secured by Design part 2 physical security standard. Building to the physical security of Secured by Design, which is the police approved minimum security standard, will reduce the potential for burglary by 50% to 75%. I would encourage the applicants to seek Secured by Design certification to this standard when it is built.

5.3.4 Planning Policy

From a planning policy viewpoint this application will need to address employment land policies in the District Plan 2000 and Core Strategy 2013. These comments relate specifically to emerging policy EMP3 (designated employment sites – this is site E1 Watford Business Park) in the Site Allocations and Development Management Policies [Local Plan Part 2]. The proposed use is defined as light industrial falling within the B1(B), B1(C), B2 and B8 planning classes with the amount 4 x 455m² industrial units with 395m² of ground and 60m² of mezzanine level support space.

The main provision of emerging policy EMP3 is that the Loss of B class employment use will be resisted. This application seeks an increase in B class employment which will contribute to the Core Strategy's target for 7000 additional jobs by 2013 (in fact further evidence suggests that this figure should be 13,000 jobs). The site is within an Area of Search in the Waste Core Strategy, however, In principle there is no objection raised to B use development here.

i) Design

On design, it appears the surrounding business park has a mix of industrial units and offices. The Watford Character of Area Study adopted in December 2011 places the site within area 29D and described the character as an industrial one. Although the building is large (although this may be due to operational requirement and any scope to reduce visual impact may be limited) and more industrial in appearance than its immediate neighbour, I do not wish to be onerous with design requirements. I have noted that the immediate area lacks a residential presence while there is tree planting to the rear which forms an important buffer to the rear of the site. These need to be retained.

The materials are standard and there seems to be efforts at landscaping. I would recommend however that all drawings are fully annotated with the landscaping described in the Design and Access Statement. It essential that there is replacement planting where required as there is a need to soften this industrial building by ensuring the front elevation is broke up by tree planting and soft landscape solutions.

ii) Transport and sustainability

It is good to see that the proposals seek compliance with emerging policy T8 on secure cycle storage. The council would seek cycle storage in areas with good natural surveillance. This location doesn't provide this. Is there an option for changing the bin store location with bike store if it meets waste collection requirements? A covered secure compound with a green roof which has secured

access seems to be proposed which is good and this needs to be enforced by condition (e.g. provided before site is operational). There is a need to ensure that the storage area to the back is lockable with employee access only. This requirement is the same for the access gates.

It is important to note that this area of Watford faces significant traffic pressures and measures such as secure cycle infrastructure and storage rather than excessive car parking provision should be a priority in order to reduce employee car based commutes. By providing secure covered storage, this application is on the right path, as short term stands are not appropriate for employment use.

5.3.5 Arboricultural Officer

The proposals will require the removal of two maturing silver birch; however two new planting sites are indicated on the proposals in similar locations and it may better to start from scratch with two new/replacement trees rather than try to retain the existing. Should permission be granted a condition requiring a detailed landscape scheme to be submitted and approved.

5.3.6 Environmental Health

On the basis of the findings and assumptions of the Phase II Environmental Assessment of April 2015 by ENVIRON (Project Ref. UK16-21337), risks from soil contamination to current or future site users (assuming continued commercial/industrial use) can be considered acceptable at this time.

However, ongoing risks to groundwater quality are likely to exist unless and until the recommendations to drain and dispose of effluent material in line with Duty of Care protocol are implemented. Furthermore, in terms of Part 2a potential and associated liabilities, a groundwater investigation is described in the report as being 'prudent'. The Environment Agency may be able to provide guidance on the design of such an assessment.

Any associated demolition or excavation works will necessitate suitable mitigation measures and if subject to further planning conditions should be submitted for approval in advance. A Watching Brief regime and Materials Management Plan would be expected to form part of this submission given the risk of further asbestos potential within made ground.

5.3.7 Environment Agency

No comments received.

6.0 Appraisal

6.1 Main issues

The main issues to be considered in the determination of this application are:

- (a) Principle of the use.
- (b) Scale and design.
- (c) Access, servicing and parking.
- (d) Environmental issues.

6.2 (a) Principle of the use

The site is located within Employment Area E1 (Watford Business Park) in the Watford District Plan and Special Policy Area 6: Western Gateway in the Core Strategy. Policies in both plans seek to retain, enhance and increase B Class uses in this area. The proposal will retain B Class uses on the site (B1c, B2 and/or B8), replace the existing poor quality buildings with modern units, and increase the floorspace from 1,095m² to 1,796m² (an increase of 701m²).

6.3 (b) Scale and design

The business park is characterised by 2 storey industrial and warehouse buildings of various ages, styles and materials dating from the late 1950s. The more recent buildings are typically 2 storey with shallow pitched roofs and clad with brick and profiled metal cladding.

- 6.3.1 The scale of the proposed building will be entirely consistent with the surrounding buildings and will incorporate a shallow, pitched roof. In terms of materials, it is proposed to clad the building in profiled metal cladding in 2 profiles (sinusoidal and half-round) in anthracite grey colour with the roof clad in a light grey metal profile cladding. This will give the buildings a simple, uncluttered appearance in robust materials.

6.4 (c) Access, servicing and parking

Access to the 4 loading bays will be directly from Caxton Way. Tracking diagrams have demonstrated each loading bay can be accessed by HGVs up to 10m in length which is the maximum size of vehicle anticipated for units of this size. This will require a reduction in the width of the parking bays opposite the site on Caxton Way from 2.1m to 2.0m. This is acceptable. Each loading bay is between 10.5m and 13m deep allowing vehicles to park clear of the highway.

- 6.4.1 A bin store is located to the side of the building and will accommodate bins for general waste and recycling. These bins can be accessed directly from the spur road for collection. Specialist or bulky waste will need to be collected directly from the

loading bays.

6.4.2 In addition to the 4 loading bays, 21 car parking spaces are also provided. Three of the units will have 4 spaces on their frontage with the fourth having 3 spaces. There will also be 6 spaces provided to the side of the building off the spur road. This equates to 5 spaces per unit. Based upon the Council's current maximum car parking standards for mixed B Class uses, the maximum number of spaces would be 46 for the proposed floorspace. Under the Council's emerging guidelines, the number of spaces would be 36 spaces. The provision of 21 spaces is therefore below the maximum standard.

6.4.3 The business park is served by the W30 bus service, which includes stops on Caxton Way, and the W10 service serves the nearby Croxley View estate which is a short walk from the site. The site is therefore accessible by public transport. The new Metropolitan Line station at Ascot Road is also due to be operational by 2020. In light of these alternative modes of transport, in addition to walking and cycling, and the small size of units, the level of parking provision is considered acceptable.

6.4.4 In order to encourage cycling to the site, a secure and weatherproof cycle store is to be provided at the rear of the building.

6.5 (d) Environmental issues

6.5.1 i) Flood risk and surface water drainage.

The site is in Flood Zone 1 and is therefore at low risk of flooding. A surface water drainage scheme has been designed based upon attenuation and discharge into the existing Thames Water Sewer. Due to the site's previous use and the potential for contamination, infiltration has not been proposed. The surface water run-off will be restricted to 12.5 l/s which provides a 50% betterment over the existing situation with attenuation provided with the use of an attenuation tank. The reduction of flows to the sewer will help reduce the risk of flooding downstream and is acceptable.

6.5.2 ii) Land contamination.

A Phase I Environmental Review and a Phase II Environmental Assessment have been undertaken with the latter involving 11 window sample boreholes and 4 gas/groundwater monitoring wells. Levels of contaminants recorded were below the thresholds to be a risk to human health or groundwater. The only concentrations of contaminants of risk to groundwater were associated with an effluent treatment chamber on the site which has now been drained and removed.

6.5.3 As virtually all of the site will be covered by the building and associated hard surfaces and no infiltration of surface water is proposed, the risk to groundwater

from any residual contamination is very low.

6.5.4 iii) Trees and landscaping.

Two silver birch trees have been removed from the site but are to be replaced within the site frontage. There is little other opportunity for landscaping due to the constraints of the site and the nature of the uses, however, a small green roof is proposed for the roof of the cycle store.

6.5.5 iv) Sustainability.

The building will be built to achieve BREEAM 'Very Good' standard which is acceptable for this type of building.

7.0 Community Infrastructure Levy and planning obligation

7.1 Community Infrastructure Levy (CIL)

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the Council's Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted.

The CIL charge applicable to the proposed industrial development is £0 per sqm. Accordingly, no CIL charge arises in the case of the development proposed in this application.

7.2 S.106 planning obligation

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants. In this case, there is no requirement for a planning obligation.

8.0 CONCLUSION

8.1 The proposed uses are appropriate and acceptable for this site and accord with the policies of the District Plan and Core Strategy. The scale, design and materials of the building enhance the character and appearance of this commercial area. Access for HGVs and car parking provision are acceptable and the site is also accessible by public transport, cycling and walking.

9.0 Human Rights implications

- 9.1 The Local Planning Authority is justified in interfering with the applicant's human rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party human rights, these are not considered to be of such a nature and degree as to override the human rights of the applicant and therefore warrant refusal of planning permission.
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10.0 Recommendation

That planning permission be granted subject to the following conditions:

1. The development to which this permission relates shall be begun within a period of three years commencing on the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved drawings:-

0452/PL/001A, 010A, 011A, 100A, 101A, 102A, 200A, 300A, 751

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

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, the units hereby approved shall only be used for purposes within Use Classes B1(c), B2 and B8 and for no other use.

Reason: To accord with saved Policy E1 of the Watford District Plan 2000 and Policy SPA6, EMP1 and EMP2 of the Watford Local Plan Core Strategy 2006-31.

4. The building shall be constructed in the materials described in the Design and Access Statement by Black Architecture and detailed on approved

drawing nos. 0452/PL/200A and 1452/PL/751, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site and the character and appearance of the area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

5. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted to, and obtained written approval from, the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination is to be dealt with. All works shall be carried out in accordance with the approved details.

Reason: In the interests of the health of the future occupiers of the site and to prevent pollution of controlled waters (the site is within Source Protection Zone 2), in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

6. The development permitted by this planning permission shall be carried out in accordance with the approved DSA reference 16/23672 Rev A dated November 2016, and the following mitigation measures detailed within the FRA:

1. Implement appropriate drainage strategy based on attenuation and discharge into Thames Water Sewer.
2. Implementing appropriate SuDS measures as indicated on the drainage drawing (Appendix C).
3. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

7. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro- geological context of the development has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year + 40% for

climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

1. Detailed surface water calculations for all rainfall events up to and including 1 in year plus 40% for climate change.
2. Detailed engineered drawings of proposed SuDS features.
3. Details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, both on and off site.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

8. The development shall not be occupied until a detailed soft landscaping scheme for all the land within the site has been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site and the wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

9. The development shall not be occupied until a detailed hard landscaping scheme for all the land within the site, including details of all site boundary treatments, has been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

Reason: In the interests of the visual appearance of the site and the wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

10. The development shall not be occupied until the refuse and recycling store and the cycle store, as shown on approved drawing no. 0452/PL/100A, have been constructed in accordance with the details given in the Design and Access Statement by Black Architecture (unless otherwise agreed in writing by the Local Planning Authority) and made available for use. These facilities shall be retained as approved at all times.

Reason: In the interests of the visual appearance of the site and to ensure that adequate facilities exist for residents of the proposed development, in accordance with Policy SE7 of the Watford District Plan 2000.

11. The development shall not be occupied until the following works, as shown on approved drawing no. 0452/PL/011A, have been undertaken in full:
 - i) The closure of the existing footpath adjoining the southern boundary of the site on the spur road.
 - ii) The provision of 21 car parking spaces.
 - iii) The provision of a loading bay with crossover to each unit.
 - iv) The reduction in the width of the on-street car parking bays on the eastern side of Caxton Way opposite the site to 2.0m.

Reason: In the interests of highway safety and convenience, in accordance with saved Policy T21 of the Watford District Plan 2000.

12. No plant or equipment shall be sited on the external elevations of the building unless details of the plant or equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include size, appearance, siting and technical specifications relating to noise and odour control as appropriate.

Reason: In the interests of the visual appearance of the site and the character and appearance of the area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Informatives

1. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of

the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended.

2. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health & Safety at Work Act 1974, The Clean Air Act 1993 and The Environmental Protection Act 1990.
3. All new units granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on streetnamenumbers@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.
4. You are encouraged to build the development to Secured By Design standards and seek certification of this .Building to the physical security of Secured by Design, which is the police approved minimum security standard, will reduce the potential for burglary by 50% to 75%.

Drawing numbers

0452/PL/001A, 010A, 011A, 100A, 101A, 102A, 200A, 300A, 751

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