

PART A	
Report of: Head of Development Management	
Date of committee:	8th March 2017
Site address:	Clarendon House, 33, Bridle Path
Reference Number:	16/01245/FULM
Description of Development:	Demolition of the existing office building and erection of a mixed-use building of 4, 9 and 14 storeys incorporating 1,800m of office floorspace (Class B1a) and 41 residential flats.
Applicant:	Clarendon House Watford Limited
Date Received:	9th September 2016
13 week date (major):	9th December 2016
Ward:	Central

1.0 Site and surroundings

- 1.1 The application site has an area of 0.11 hectare and is irregular in shape, sited at the northern end of Bridle Path. It has an east-west orientation with a frontage to Bridle Path at both ends due to the U-shaped layout of Bridle Path. The northern boundary of the site abuts the footpath linking St Albans Road to the west with Watford Junction Station to the east. The site is currently occupied by a 3 storey office building erected in the 1980s. The main entrance is on the western elevation with a basement car park accessed from the eastern spur of Bridle Path.
- 1.2 The immediate area of Bridle Path contains a variety of different commercial buildings. Immediately to the south of the site is the 8 storey Holiday Inn Express hotel. Adjoining this site, planning permission was recently granted in November 2016 for the erection of a new part 5, part 8, part 9 storey hotel. Beyond this site to the south is the 2 storey Shire House office building. On the southern side of Bridle Path, are the 2/3 storey office buildings fronting Station Road. Most of these are former detached and semi-detached residential properties that have been converted to office use over many years. To the west are the two, 4/5 storey Egale House office buildings which front St Albans Road. Finally, to the east is Benskin House occupied by The Flag public house. This is a listed building comprising the 3 storey original hotel building facing Watford Junction Station and the 2 storey former stables range fronting Station Road and extending along the eastern side of

Bridle Path.

2.0 Proposed development

- 2.1 To demolish the existing office building and erect a mixed-use building on the site, varying in height from 4 and 9 storeys at its eastern end up to 14 storeys at its western end. The first 4 floors of the building will comprise 1,800m² of Class B1(a) office floorspace with the upper floors providing 41 residential flats. The main entrance to the offices and flats is from the western spur of Bridle Path. A secondary entrance to the offices is at the eastern end of the building.
- 2.2 The building will occupy virtually the whole of the site and there will be no on-site car parking provision. Although there is an existing 19 space car park within the site, this is currently used by the Holiday Inn Express (also in the ownership of the applicants) and this situation will remain.

3.0 Relevant planning history

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

14/01324/FULM – Demolition of existing office building, filling of underground car park and development of residential tower of 15 and 8 storeys incorporating 75 residential apartments and ground floor commercial unit with customer parking. Application withdrawn May 2016.

4.0 Planning policies

Development plan

- 4.1 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 The *Watford Local Plan Part 2: Publication Version* was published in July 2016. This has been subject to 3 rounds of public consultation – Nov-Dec 2013, Dec 2014-Feb 2015 and Dec 2015-Feb 2016. It contains development management policies and site allocations. The emerging policies and site allocations in this document can be given limited weight at this time.

4.4 **Watford Local Plan Core Strategy 2006-31**

WBC1	Presumption in favour of sustainable development
SS1	Spatial Strategy
SPA1	Town Centre
SD1	Sustainable Design
SD2	Water and Wastewater
SD3	Climate Change
SD4	Waste
HS1	Housing Supply and Residential Site Selection
HS2	Housing Mix
HS3	Affordable Housing
EMP1	Economic Development
EMP2	Employment Land
T2	Location of New Development
INF1	Infrastructure Delivery and Planning Obligations
UD1	Delivering High Quality Design
UD2	Built heritage Conservation

4.5 **Watford District Plan 2000**

SE7	Waste Storage, Recovery and Recycling in New Development
SE22	Noise
SE24	Unstable and Contaminated Land
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
E1	Employment Areas

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

1A	Presumption in Favour of Sustainable Development
2	Waste Prevention and Reduction
12	Sustainable Design, Construction and Demolition

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

No relevant policies.

4.8 **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.

4.9 *Residential Design Guide*

The Residential Design Guide was adopted in July 2014. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

4.10 *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.

4.11 *Skyline: Watford's Approach to Taller Buildings*

This was adopted in March 2016 and aims to give further policy provision to Policy UD1 of the Core Strategy in respect of taller buildings. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.12 **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 2 Ensuring the vitality of town centres

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 10 Meeting the challenge of climate change, flooding and coastal change
Section 12 Conserving and enhancing the historic environment
Decision taking

5.0 Consultations

5.1 Neighbour consultations

Letters were sent to 48 properties in Bridle Path, Station Road and St Albans Road.

5.2 The following is a summary of the representations that have been received:

Number of original notifications:	48
Number of objections:	5
Number in support:	0
Number of representations:	0
TOTAL REPRESENTATIONS:	5

The points that have been raised are summarised and considered in the table below.

Representations	Officer's response
Scale of development is much larger than surrounding buildings. Excessive height.	The site is within an area where taller buildings are considered acceptable in principle.
No car parking provision will add to existing parking problems. Unrealistic to assume no-one will travel to the site by car or that occupiers will not own cars.	The site is a short distance from Watford Junction Station and its bus interchange. It is in a highly accessible and sustainable location where car free development is appropriate and acceptable in principle.
Unauthorised use of adjoining parking spaces by existing hotel guests.	This is a private management issue.
Disruption during construction works. Limited access for construction vehicles. Potential for noise and dust.	Construction impacts are covered by environmental protection legislation and are not material to the determination of the application.
Impact on natural light to adjoining offices.	Whilst the proposal may give rise to some loss of light to the adjoining offices, this would be limited and would not merit a refusal of permission as the offices are not habitable rooms.

Site should be developed for offices. Article 4 Direction applies.	The Article 4 Direction only prevents existing offices from being converted to residential use under permitted development regulations. The provision of a mixed-use building including residential use is considered in the report.
Increased traffic on Station Road at peak times.	As the development is car-free, no additional traffic will be generated.
Very depressing design.	Design is considered in the report.

5.3 Statutory publicity

The application was publicised by 3 site notices posted on 20 September 2016 and by advertisement in the Watford Observer published on 23 September 2016. The site notice period expired on 14 October 2016 and the newspaper advertisement period expired on 14 October 2016.

5.4 Technical consultations

The following responses have been received from technical consultees:

5.4.1 Hertfordshire County Council (Highway Authority)

The application was accompanied by a Transport Assessment. and additional information following original queries from HCC.. This information included confirmation that the existing 19 parking spaces (which are included within the red line of the application site but are not part of the application proposal) are used and managed by the Holiday Inn Express and this situation will remain unchanged. It was also confirmed that 3 disabled parking spaces are provided at the end of Bridle Path within the public highway and these will remain available for use by employees and visitors.

Summary extracts from HCC's final response are as follows:

Hertfordshire County Council (HCC) as Highway Authority does not wish to raise an objection to the principle of development on the site.

A planning statement and Transport Statement accompanied the planning submission. A Transport Summary and additional information has subsequently been submitted to address highway related issues.

Trip Generation

A vehicular trip generation profile was provided within the original Transport Statement. However, this information only considered vehicular trips and a multimodal assessment was requested. This assessment is appropriate and

demonstrates that the proposals will not have a significant impact on the highway network.

Junction Assessment

The revised trip generation assessment demonstrates that the proposals will not generate significant vehicular trips. On this basis, HCC does not require additional junction modelling.

Highway Safety

At the request of HCC an updated assessment of the collision data has been provided and there is no pattern related to the reported collisions. The additional trips associated with the development have been confirmed and are not anticipated to have a detrimental impact on the operation or safety of the highway network.

Access

The Transport Summary has confirmed that there will be no car parking provision provided at the site and therefore no requirement for a separate vehicular access. Access to the site will be retained in its current format. HCC considers that this approach is acceptable. Pedestrian and cycle access is proposed from Bridle Path from the eastern and western site frontages, this arrangement is again acceptable.

Refuse and Service Arrangements

The applicant as part of the Transport Summary has confirmed that refuse collection is currently undertaken off site from the public highway and it is proposed to retain this arrangement. A swept path assessment has been provided to demonstrate a refuse vehicle accessing and egressing the site. HCC considers the arrangement is acceptable.

Travel Plan

HCC have consulted the Sustainable Travel Team and they have reviewed the proposed development and Transport Statement they have provided the following response;

The travel plan statement is broadly appropriate, but we would expect inclusion of the following additional measures before we could recommend approval to the local planning authority. The Travel Plan is provided here as part of the Transport Statement and whilst a Travel Plan would not be required for the residential element, the office development is large enough to require one. HCC will however accept that monitoring is not necessary given the potential trip generation. Whilst cycle parking is to be provided for the residential element, there does not appear to be any dedicated cycle parking for the office which could be

considered. Other measures could also be considered for the office development e.g. showers/changing facilities to encourage cycling. We would require details of the Travel Plan co-ordinator when appointed including the name/contact details etc.

The application has been assessed with regards to the safety and operation of the highway network and HCC confirms that they are satisfied that the proposals will not have a detrimental impact.

5.4.2 Hertfordshire County Council (Lead Local Flood Authority)

Following a review of the Flood Risk Assessment carried out by JMP reference nw91602-FRA-01 dated July 2016, we can confirm that we Hertfordshire County Council as the Lead Local Flood Authority are now in a position to remove our objection on flood risk grounds.

The drainage strategy is based upon attenuation and discharge into Thames Water's surface water sewer. We acknowledge that Thames Water have been contacted and have confirmed that they are satisfied in principle with rates proposed. We note surface water calculations have been updated and ensure that the drainage strategy caters for all rainfall events upto and including 1 in 100 plus 40% for climate change.

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 surface water drainage assessment carried out by JMP reference nw91602-FRA-01 dated July 2016 and the following mitigation measures detailed within the FRA:

1. 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.
2. Undertake the drainage as indicated on drawing titled 'Conceptual Drainage Plan' reference NW91602-DR-02.
3. Implement appropriate drainage strategy based on attenuation and discharge into Thames surface water sewer.

The mitigation measures shall be fully implemented prior to occupation and subsequently 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.

Reason:

1. To prevent flooding by ensuring the satisfactory disposal and storage 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 the approved Drainage strategy and 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 1 in 100 year + 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.

1. Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
2. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason:

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

5.4.3 Thames Water

Waste Comments - Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

5.4.4 Crime Prevention Design Advisor

Has raised a number of concerns that may add to crime and anti-social behaviour in the area. The comments are included below with corresponding comments from the planning officer in square brackets [].

Sub Station: There is currently a sub-station on site which if left should be included within the ground floor plans of the 'small office' plan. What is happening to this sub-station? Has this sub-station been taken into account?

[The sub-station has now been relocated to the ground floor of the building].

Footpath between the proposed building and railway line: On the ground floor plan part of the length of this building has protective planting against it next to the public footpath, yet for half the length of the building there is nothing. Where there is no protective planting there should be cobbles or other rough surface treatment to provide some stand off from the proposed building. The current building suffers graffiti and damage along this elevation.

[A hard and soft landscaping scheme can be secured by condition to address this issue, in the event of planning permission being granted].

Car Park:

- i) The 19 x car parking spaces shown on the proposed site plan are currently used by the Holiday Inn hotel next door. The applicant does not say what is happening to their car parking and if their needs are being addressed?
[This parking is to remain for the use of the hotel].
- ii) The planning statement says that this 19 x space car park will be for the office use. How will they stop residents or the Holiday Inn hotel from using this space and who will police the parking as it is private land? How will this function?

[This parking is to remain for the use of the hotel].

- iii) There is a through route through the car park which continues between the proposed new building and the Holiday Inn Hotel. This through route will adversely affect the security for vehicles parked in this area. How will the applicants address this issue?

[This route has been closed off with gates and a wall to ensure it is secure].

Through route (alleyway) between the proposed new building and the Holiday Inn Hotel and rear car park off Bridle Path:

- i) There is no access control along this route and so is open to all to use. This through route has a right angle along it that prevents natural surveillance along its length and therefore provides a hiding area for offenders to cause anti-social behaviour, commit crime, provide easy escape route, assist drug dealing, etc. Natural surveillance from an office during the day will not make it safer for overnight and weekends. Reference is made within section 3.4 of the Transport Statement that there will be some external lighting and CCTV. These measures alone will not make this area safe.

[This route has been closed off with gates and a wall to ensure it is secure].

- ii) There is shown cycle parking at 'Sheffield' hoops along this alleyway. Where is the weather protection and the supervised cycle park, as there appears none? What is the long term use if for visitors? How will this function?

[A total of 58 cycle spaces are now shown in double racks. Details of these and appropriate weather protection can be secured by condition in the event of planning permission being granted].

- iii) I would prefer to see this alleyway closed off with full height gates with access control, if it is kept in this form.

[This route has been closed off with gates and a wall to ensure it is secure].

Residential security and crime prevention:

- i) Postal delivery: What is planned for the postal delivery so as to deter theft from the post boxes and where will they be placed and how will the Post Office be able to make deliveries? How will this function?

[This is a matter of detailed design but it intended that the post boxes will be internal and secure].

- ii) Waste bin area: This waste bin room appears to be shared with the office use of the site? How will the doors be secured to prevent rough sleepers and drug dealing etc taking place inside.

[This is a matter of detailed design but it is intended that the bin store will be secure with controlled access].

5.4.5 Urban Design and Conservation Manager

- i) Policy Observations

The site falls within the Clarendon Road, Station Road and Bridle Path Office Area and as such Policy EMP5 of the emerging Local Plan Part 2 is relevant. As this policy has now reached Publication stage, without any soundness objections, the policy should be afforded some weight.

Policy EMP5 requires that development in this area should deliver additional modern, high quality B1a and B1B office floorspace to meet the needs of existing businesses and growth sectors. The proposal delivers an uplift in both quantity and quality of office floorspace in this location, which is supported.

The policy also provides for an element of small scale supporting uses where these add to the vitality and viability of the office area.

The adopted Core Strategy also identifies the Clarendon Road area (including Bridle Path) as a key office location.

Policy does not identify this as a location for residential use. However, we do recognise that there is a continuing demand for additional housing within the borough and, so long as it is well designed and integrated and does not undermine the key employment role of the area a residential element is acceptable in this location with good access to the town centre and rail station. Given this site is on the edge of the area and adjacent to a hotel, the residential use may fit better here than in other parts of the employment area. I have not examined the viability statement so make no comment on whether the quantity proposed is required in terms of viability.

It is extremely disappointing to see that no affordable housing is included, given the high requirement for such housing in Watford. A figure of £150,000 towards off site provision seems unfeasibly small for such a scheme, and it is difficult to see how this would comply with Policy HS3 or provide any meaningful contribution towards current needs.

ii) Heritage

The applicant has submitted a heritage statement which comprehensively assesses the impact of the proposed building on heritage assets within a 500m area of the site. The setting of two conservation areas and 5 listed buildings is assessed along with reference to locally listed buildings as non-designated assets. There is no direct impact on any heritage assets, any harm is to the settings and views from the conservation areas. As stated in the heritage statement where setting is concerned the questions to ask are:

- Does the setting in question contribute to the significance of the listed

- building or conservation area?
- Is harm caused to that significance?
- Is the harm substantial or less than substantial?

The statement concludes that harm is caused in some cases to the setting; in particular to the wider setting of Benskins House and the clear roofline currently seen will not be clear if the proposed scheme goes ahead. The statement assesses this as less than substantial harm and thus para 134 of the NPPF is applicable. I would agree that the harm exists and that it is less than substantial. Para 134 of the NPPF requires us to consider this harm in the light of any public benefits of the proposal and make a balanced decision.

So the question is “is the harm justified by the public benefits of the proposed scheme?”

Benefits include:

- Additional office space and replacement of existing with Grade A space in line with policy objectives for improved office space (1800 sq m in total) – see discussion above.
- Provision of additional residential units - but no affordable and the contribution proposed for off-site provision is discussed above.
- Proposed improvement to public realm - not satisfied that this is the case as there are some issues which should require resolving – see discussion below
- Provision of high quality design – see discussion below.

Before providing a conclusion on this, comments on the layout and design should be considered.

iii) Building Layout and Design

a) Layout

Generally efforts have been made to provide active frontage to the public realm on this awkward shaped site. However, there are some areas which could be improved upon before this scheme can be said to meet the standards expected for tall buildings. The areas of concern are:

Cycle storage: there are concerns regarding the location, size and type of cycle storage proposed. It is considered that the location tucked away at the rear of the hotel and cut off from public view is not attractive to potential users of either the residential units or office space. It would be better to locate cycle storage closer to the entrance of the building – possible between the Holiday Inn and the proposed building in the space which currently has no defined use. The width of the space as shown is not really sufficient to allow a walkway and manoeuvring space into and out of the cycle racks; our emerging guidance suggests that a cycle will take up

approximately 2m and then a width of 1.1m is needed as an aisle (3.1m).

An additional point regarding cycle provision is that there are no shower facilities within the office area for workers to use if they have cycled to work – lockers should also be provided in a safe and convenient location.

Residential cycle provision: the emerging SPD sets out the following advice when providing cycle storage for residential developments. The proposed scheme does not follow this guidance and whilst it is not adopted yet it does provide sensible advice based on good practice in urban locations where opportunities for car ownership are limited and where cycling is being encouraged. The applicant should aim to follow the principles set out below or justify why they have deviated. In this case it should be possible to provide decent storage either next to the building by the Holiday Inn or within the footprint in the basement area where the lift could be used to access the area or possibly a small separate entrance for cycle users created.

Planting areas along the edge to Bridle Path – I am not convinced that this is the best treatment here and will run the risk of becoming an area for rubbish to collect. It also reduces the amount of passive surveillance of this area from the office space distancing the path users from the building here. There are no entrances to the building from Bridle Path which further reduces the active nature of the path.

Bridle Path is an important route and this scheme presents opportunities to improve the quality of the route. Whilst the land is not within the ownership of the applicant, I would expect some financial contribution towards enhancing this route which will be used by residents and office workers. This could include better lighting; improved surface materials, review of whether some appropriate street trees could be accommodated – possibly instead of the proposed low level planting.

The space between the Holiday Inn and the proposed scheme is of concern as there is no proposed use or hard surfacing set out in the material submitted. This is clearly a vulnerable space and should be managed properly by the applicants to ensure it does not become a problem area in the future once the offices are empty for the evening.

It is a shame that the car parking is retained without much evidence of improvement in the form of decent tree planting and hard surfacing. Without this it will continue to be a weak part of the frontage here.

Conclusions regarding layout - At present there are some issues which could be overcome with some further work which should not affect the overall building

design too much.

b) Building Design

We have noticed that the configuration of the duplex units on the 12/13th floors will result in bedroom spaces which have very limited opportunity for proper storage areas. Furthermore the spiral staircases which could be features of the open plan living areas are walled off creating odd shaped hall areas. It seems that there is a considerable amount of corridor and circulation space in these units which could be put to better use and enhance the quality of the living environment for future residents.

General comments on the design:

- The balance of the elevations works; there is a strong base, a middle and a top section which holds together well. The scale, form and massing is acceptable but I consider that the interface between the ground floor and the public areas could be improved as suggested above.
- The building generally has good vertical emphasis – I would prefer the windows to be more vertical in shape but generally they will be seen obliquely so this may not be critical.
- The balcony form is projecting and care will be needed to ensure that as the height increases these will be usable – no information regarding microclimate was submitted. Generally recessed balconies are preferred as this offers greater protection and privacy for users.
- There is no specified large item storage provision in the proposed scheme – this would be most helpful for the future residents and could be accommodated in the basement or within the circulation areas on each floor.
- Normally we would expect diagrams showing shadowing effects onto surrounding area – it would be useful to have these.
- The proposed building will have some roof terraces which will provide some limited amenity area for residents on site which is important as the nearest open space is Cassiobury Park or the Colne Valley green spaces to the south.
- I would expect to see more information on hard and soft landscaping at this stage given the scale of the development.
- No information on lighting has been provided both in terms of the public realm areas or to show how the building may be lit to reveal its design strengths.

In conclusion, the building design has some strong points but is short on details and there are some layout issues which need to be dealt with. On this basis at this stage it is considered that it does not meet the quality requirements set out in the adopted Skyline Supplementary Planning Document or the requirements within the NPPF and the Local Plan Part 1 Core Strategy for good quality design. This makes it

difficult to justify in terms of the heritage impact as well.

Conditions will be required for all the materials – brick is acceptable and the buff colour shown acceptable in principle subject to samples. More detail will be required regarding the design of reveals, brick details for columns/piers – is there a texture/pattern here and should there be? Details of balconies will be required along with parapet details.

On balance, there are issues with the scheme which suggest it is not yet ready for approval. They are resolvable so should be pursued.

6.0 Appraisal

6.1 Main issues

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

- (a) Principle of the proposed uses.
- (b) Scale and design.
- (c) Quality of residential accommodation.
- (d) Affordable housing provision.
- (e) Impacts on surrounding properties.
- (f) Impacts on heritage assets.
- (g) Access and servicing.
- (h) Flood risk and drainage.

6.2 (a) Principle of the proposed uses

The site is within the wider Town Centre SPA in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. The Core Strategy sets out the requirement for the provision of at least 7000 new jobs by 2031 to meet strategic objectives and maintain Watford's role as a regional employment centre.

- 6.2.1 The GVA Employment Study 2010 (forming part of the evidence base for the Core Strategy) identified potential demand for up to 90,000m² of B1a office floorspace to 2031. Even if all existing vacant floorspace was taken up, there would still be a demand for 34,600m² of new floorspace. This study also highlighted the fact that the quality of floorspace is equally important as the quantity. Clarendon Road/Station Road is identified as needing improvement in the quality of stock to compete effectively and attract occupiers. It is important to have not only the right quality and quantity of floorspace but also the right type of space to meet the future employment needs of the Borough and generate new jobs. As a regional

centre, it is important that Watford remains an employment destination and does not become merely a commuter town.

- 6.2.2 The latest Economic Growth and Delivery Assessment (EGDA) prepared by Nathaniel Lichfield and Partners (2014) has identified a significantly greater predicted growth in employment at 13,290 new jobs, almost double the predicted 7,000 new jobs in the 2010 Employment Study. Some 11,630 of these are forecast to be in Class B1(a) and B1(b) office jobs. It also predicts a significant shortfall of employment floorspace, in the order of 164,000m² to 215,000m², a significant proportion of which will need to be in the form of office floorspace. Even allowing for some adjustment and refinement of these figures, these figures are a magnitude greater than that planned for in the Core Strategy.
- 6.2.3 Emerging Policy EMP5 of the Local Plan Part 2 states that development within the Clarendon Road, Station Road and Bridle Path office area should deliver modern, high quality Class B1a and B1b office floorspace to meet these identified needs. However, it also states that an element of small scale supporting uses (such as coffee shops, conference facilities, gyms and crèches) will be supported where these add to the vitality and viability of the office area. This policy does not consider residential use to be acceptable within the employment area.
- 6.2.4 The proposed office element of the scheme is in accordance with policy and will almost double the amount of office floorspace on the site (existing to be demolished 954m², proposed 1800m², an increase of 846m²). This will also provide modern, high quality floorspace to replace the existing, lower quality floorspace. This is welcomed. The proposed residential element, however, is not in accordance with policy. In this case, there are a number of factors that support a mixed-use scheme incorporating residential use on this site:
- i) The site is not on Clarendon Road or Station Road but is set back at the end of Bridle Path.
 - ii) The site is at the very edge of the employment area and is not highly visible.
 - iii) The site is relatively small and irregular in shape and so is less suited to a larger, corporate occupier but more to smaller companies.
- 6.2.5 It is also recognised that, in addition to the need to deliver an increase in the quantity and quality of office floorspace, there is also a growing need to deliver more housing. Given the highly accessible and sustainable location of the site adjacent to Watford Junction Station and a short walk to the town centre, this is an ideal location for car-free residential development.
- 6.2.6 Having regard to these various factors, a mixed-use office and residential scheme

that delivers increased, high quality office floorspace and new housing, is considered acceptable on this site.

6.3 (b) Scale and design

The site is located within Character Area 30B in the Watford Character of Area Study. This area is of mixed character but dominated by large scale commercial buildings of 4 -9 storeys high. Adjoining the site is the 8 storey Holiday Inn Express. To the west, fronting St Albans Road, are the two 4 storey Egale office buildings. A short distance to the east is the 9 storey Iveco House building above Watford Junction Station. The proposed building will be sited immediately adjacent to the Holiday Inn Express.

6.3.1 Emerging Policy TB1 of the Local Plan Part 2 relates to the location of taller buildings. Certain locations, including Clarendon Road, which benefit from good public transport accessibility, are identified as areas where taller buildings could be located. Although not within Clarendon Road itself, the site is within the designated employment area. It is also sited adjacent to the main railway line and the Watford Junction Special Policy Area which is designated for high density, mixed-use development incorporating several tall buildings over 10 storeys in height. As such, a taller building would be considered acceptable in principle in this location. In the context of the surrounding buildings, the proposed building will sit comfortably alongside the existing buildings without appearing unduly prominent from the surrounding roads.

6.3.2 In terms of design and appearance, negotiations during the pre-application process have focussed on improving the quality of the design. The use of good quality facing brick as the main treatment is also been sought. The building follows several good design principles for a tall building; it demonstrates a strong base (the 4 storeys of office), a well articulated middle (8 storeys) and a clearly defined top (the top 2 storeys displaying a different fenestration and treatment). The building also steps back from east to west to add further definition to these elements of the building whilst at the same time reducing the bulk of the building and avoiding a 'slab-like' appearance. Overall, it is considered that the proposed design is acceptable and appropriate to its setting and will be a high quality addition to the locality.

6.3.3 It is noted that the Council's Urban Design and Conservation Manager considers that the design of the development could be further improved and expresses some concerns regarding the internal layout of the duplex units and the way in which the building addresses the public realm. The former is a matter of detail which does not impact the external appearance of the building and could well be changed when more detailed drawings are prepared for construction. The latter issue of the relationship to the public realm is a difficult one to address in this case as the site is

relatively small and there is consequently very little opportunity to improve the building's relationship to, or enhance, the public realm.

6.4 (c) Quality of residential accommodation

The proposal provides a mix of 1 bedroom (2 person), 2 bedroom (3 person) and 2 bedroom duplex (4 person) units. All meet the minimum floorspace standards set out in the nationally described space standard, with the exception of one of the 2 bedroom (3 person) units which has a shortfall of 2.7m².

6.4.1 All of the units are dual aspect (a few on the upper floors are triple aspect) and all will have good levels of outlook, privacy and daylight generally. The majority will also receive good levels of sunlight to all rooms. Some of the 1 bedroom flats on floors 4-7 will have a more limited level of amenity due to the bedroom windows facing towards the flank elevation of the Holiday Inn Express to the south (at a distance of 4.5m) and consequently having more limited outlook and daylight, and the living rooms facing north-east and thereby received more limited levels of sunlight. Some units with slightly lower levels of amenity are inevitable in high density urban schemes of this nature, particularly on more constrained sites. However, overall, it is considered the development will provide good quality accommodation.

6.4.2 The majority of the units will have private balconies of approximately 3.8-4.3m². Some on the upper floors will have larger private terraces and a communal roof garden of approximately 52m² is provided at 9th floor level. This is east facing and will receive good levels of sunlight.

6.4.3 The site is located adjacent to the West Coast Mainline railway. Passenger and freight trains using the railway throughout the day and night have been identified as a significant source of noise to the proposed flats. In order to mitigate the impacts of this noise and to achieve good internal noise levels in accordance with BS 8233 (2014), noise attenuation measures will need to be incorporated comprising acoustic double glazing and acoustic trickle vents. Furthermore, in order to enable rapid ventilation to take place without the need to open windows, mechanical ventilation should also be provided. These measures can be secured by condition.

6.5 (d) Affordable housing provision

Policy HS3 of the Core Strategy requires a 35% provision of affordable housing in all schemes of 10 units or more. In the case of the proposal, for 41 units, this would require the provision of 14 affordable units. This provision should have a tenure mix of 65% affordable rent, 20% social rent and 15% intermediate tenures. Only in exceptional circumstances will a lower level of provision be considered through

submission of a development viability assessment.

6.5.1 A viability assessment has been submitted in this case and has been the subject of detailed review by external consultants on behalf of the Council with negotiations carried out over a period of 4 months. The applicant's position is that it is not viable for the development to provide any affordable housing, either on-site or in the form of a financial contribution.. The final advice from the Council's consultants is that it is viable for the development to make a contribution of £368,000. This is still considered very low by your officers but is all the Council can justifiably seek based on the advice of the Council's consultants. Following further negotiations, the applicant has agreed to make this contribution, to be secured through a s.106 planning obligation.

6.5.2 Policy HS3 does not refer to financial payments in lieu of on-site provision, which is the preferred and most appropriate form of provision. However, in this case, it is considered that the financial payments offered would be the best option for meeting urgent housing need as it could be used by the Council in its joint venture partnership with Watford Community Housing Trust to directly deliver affordable housing of the size and tenure required. One immediate option is on land at Croxley View. For this reason, the financial contribution is considered the option that should be accepted in this case.

6.6 (e) Impacts on surrounding properties

All of the surrounding properties are in commercial use, either as offices or a hotel. As such, the levels of outlook, privacy and natural light are not considered as important as for residential properties. Whilst the proposed building will be directly opposite the Egale 1 office building, it will be sited 21m away and due east of this building and will not have any significant adverse impact on this property.

6.7 (f) Impacts on heritage assets

There are no heritage assets on the application site or immediately adjoining the site, but the site is close to the listed building of Benskin House to the south-east. This has a grade II listing and comprises the 3 storey former hotel building facing Watford Junction station and the 2 storey former stables range fronting Station Road (occupied by The Flag PH) and extending along Bridle Path to the rear, although the listing description refers only to the 3 storey former hotel building. The site also includes an open car park at the rear, accessed off Bridle Path, opposite the eastern end of the application site.

6.7.1 The closest part of the proposed building to the listed building is the 4 storey element at the eastern end of the building. This is sited 48m from the 2 storey stable block at its closest point. The taller, 9 storey element of the building is sited

64m from the stable block and 110m from the 3 storey Benskin House. It will face towards the northern end of the open rear car park. As such, the proposed building will not directly impact the immediate setting of the listed building but will be seen within the wider setting of Benskin House. The stable block is the less important part of the listed building and is not referred to in the listing description. Its setting and context is very different to that of the main 3 storey building.

6.7.2 Views of the main Benskin House building are principally from Station Road, its junction with Clarendon Road and from Woodford Road to the south and south-east. In each of these views, the listed building is seen in the context of taller buildings. To the front, adjacent to the building, is the Iveco House building sited above Watford Junction station. It is part 6 storeys, part 9 storeys in height with a large plant room, and visually dominates the junction of Clarendon Road and Station Road. To the rear, the taller buildings of the Holiday Inn Express and Egale House form the backdrop to views of the listed building.

6.7.3 In relation to the matters raised with regard to impacts on the listed building, it is important to consider the public benefit as a whole. The proposed development falls within an area which is critical to the Council's wider strategy to regenerate the station surroundings and main employment area. These current policy aspirations will deliver significant benefits to the borough in terms of providing jobs, homes and a quality built environment and will inevitably result in a change to the skyline which provides a backdrop to the listed building.

6.7.4 It should also be recognised that it is a common scenario for a listed building in a highly urban area to have a backdrop of other structures (indeed it is unusual for such a building to have a backdrop of clear sky) and such arrangements are common across cities and towns country wide. While the proposal will change the backdrop of the listed building from certain viewpoints, it is not considered this will have an unacceptable impact on the value of this heritage asset which would maintain its integrity, quality and relationship with the station. A change to the backdrop of a listed building in such an urban location is considered to be inevitable and the wider benefits of providing regeneration are considered to outweigh any harm in this regard.

6.7.5 For the above reasons, it is considered that a correct balance of planning considerations in respect of the listed building lies in favour of granting permission for this development.

6.8 (g) Access and servicing

The site is in a highly accessible location with Watford Junction station and its associated bus interchange located just 130m to the east. This gives access to a

wide range of rail and bus services. Further bus services are accessible within the town centre located 800m to the south together with a full range of town centre shops, services and facilities. The site is also easily accessible by foot and cycle. In light of this high level of accessibility and the small site area, the development is proposed to be car-free. This is acceptable in this location. A travel plan statement has been submitted as part of the Transport Statement. Whilst no travel plan will be required for the residential element, one should be required for the office element. This should be based on Hertfordshire County Council's Travel Plan Guidance in order to promote sustainable modes of travel to the site. This can be secured by condition.

6.8.1 The existing site has one vehicular access point from Bridle Path at its eastern end leading to the basement car park. This will be closed off as part of the development. At the western end of the site, the public highway currently abuts the site boundary. Servicing of the existing office building currently takes place directly from the public highway in front of the site. This will remain unchanged. As the site is at the end of the western spur, any servicing vehicle parked for a short period of time within this part of the highway will not give rise to any obstruction or inconvenience to other highway users.

6.8.2 An integral bin store is incorporated into the building at its western end. Tracking diagrams for a refuse vehicle have been included in the Transport Statement to demonstrate that a vehicle can enter and leave this spur of Bridle Path, enabling refuse collection to take place.

6.9 (h) Flood risk and drainage

The site is within Flood Zone 1 with minimal risk of flooding from all sources. It is also located within a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water abstraction point. Having regard to the potential for land contamination, the existing building has a basement car park underneath it, so any previously contaminated ground would have been removed at the time the building was constructed. However, any further piling should be prohibited without further consent in order to prevent any additional unacceptable risk to the groundwater. This can be secured by condition.

6.9.1 In order to minimise the risk of flooding post-development, a surface water drainage strategy has been approved by the County Council as the Lead Local Flood Authority. This can also be secured by condition.

7.0 Community Infrastructure Levy and Section 106 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.

7.1.1 The CIL charge applicable to the proposed development is £0 for the office floorspace and £120m² for the residential floorspace. Based upon the proposed gross internal floorspace of 4,857m² and the existing gross internal floorspace to be demolished of 1,062m², the net additional floorspace is 3,795m². This results in a CIL charge of £308,394. This figure will need to be verified in due course.

7.1.2 In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the 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.

7.2.1 The proposed development is one where affordable housing should be provided, in accordance with Policy HS3 of the Watford Local Plan Part 1 Core Strategy 2006-31. As detailed in the report, a financial contribution of £368,000 towards the provision of affordable housing in the Borough has been agreed in lieu of on-site provision.

7.2.2 The development proposed in this application is also one where, in accordance with saved Policy T26 of the Watford District Plan 2000 and Policy INF1 of the Watford Local Plan Part 1 Core Strategy 2006-31, the Council will normally require the applicant to enter into a planning obligation which provides for a financial contribution towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude future residents of the development from entitlement to resident parking permits for the controlled parking zones in the vicinity of the application

site. It is necessary to amend the traffic order so as to exclude the occupiers of the development from any entitlement to claim permits for the local Controlled Parking Zone because otherwise the proposed development would be likely to give rise to additional vehicles parking on local streets, thus worsening traffic congestion which would be a reason to refuse planning permission. In this case, the standard payment of £2,000 is sought for a new residential development.

7.2.3 Under Regulation 122 of the Community Infrastructure Levy Regulations 2010, where a decision is made which results in planning permission being granted for development, a planning obligation may only constitute a reason for granting planning permission for that development if the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

7.2.4 The financial contribution sought towards affordable housing is directly related to the proposed development, and is fairly and reasonably related in scale and kind to that development. It is also necessary to make the development acceptable in accordance with the Council's planning policies.

7.2.5 The contribution sought by the Council for amending the Controlled Parking Zones Traffic Regulation Order varies according to the number of dwellings existing and to be created and according to the existing use of the property. The contribution is thus directly related to the proposed development and is fairly and reasonably related in scale and kind to that development. It is also necessary to make the development acceptable in accordance with the Council's planning policies.

7.2.6 Accordingly, the contribution sought towards affordable housing provision and the contribution sought towards the amendment of the Controlled Parking Zones Traffic Regulation Order meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, these planning obligations can be taken into account as material planning considerations in the determination of the application. Both the Council's approach to seeking affordable housing provision and a financial contribution by means of planning obligations are also fully in accordance with the advice set out in paragraphs 203 to 205 of the National Planning Policy Framework.

8.0 Conclusion

8.1 The site is located within a designated employment area where the focus is on the provision of new office floorspace. The proposed office element of the scheme is in

accordance with local plan policy and will almost double the amount of office floorspace on the site. This will also provide modern, high quality floorspace to replace the existing, lower quality floorspace. The proposed residential element, however, is not in accordance with the land use designation or policy. In this case, there are a number of factors that support a mixed-use scheme incorporating residential use on this site. On balance, it is considered that the proposed mixed-use scheme comprising office and residential uses is acceptable on this site.

- 8.2 At 14 storeys, the proposed building is taller than the surrounding buildings. However, it lies within an area where taller buildings are considered acceptable in principle and abuts the Watford Junction Special Policy Area where a number of tall buildings are being promoted through the recent masterplan. Given this context, the proposed height of the building is considered acceptable on this site.
- 8.3 The development is to be car-free and this is acceptable in this highly accessible and sustainable location close to Watford Junction Station. The proposed residential flats will provide a good overall quality of accommodation for future residents, subject to appropriate conditions.
-

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, pursuant to a planning obligation under s.106 of the Town and Country Planning Act 1990 having been completed to secure the following Heads of Terms, planning permission be granted subject to the conditions listed below:

Section 106 Heads of Terms

- i) To secure a financial contribution of £368,000 towards the provision of affordable housing in the Borough of Watford;

- ii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being allocated to this site.

Conditions

- 1. The development to which this permission relates shall be begun within a period of two 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 and having regard to paragraph 2.41 of Fixing our Broken Housing Market alongside the time sensitivities of the assessment that has been carried out in terms of development viability and affordable housing.

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

2259 (90) 001, 002

2259 (08) 001, 002, 003, 004, 005, 006, 007, 008, 009, 010

2259 (07) 001, 002, 003, 004, 005, 006

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

- 3. No construction works shall commence until a detailed noise mitigation scheme for the proposed flats (to include acoustic glazing, acoustic trickle vents and mechanical purge ventilation), to protect the future occupiers from noise from rail traffic on the adjacent railway line and the plant and equipment associated with the adjacent Holiday Inn Express and Egale office building, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall achieve the internal noise levels for individual rooms as set out in British Standard 8233: 2014.

Reason: To ensure an acceptable living environment is achieved for the future occupiers of the development.

- 4. No construction works shall commence until full details and samples of the materials to be used for the external surfaces of the building (including walls,

roofs, windows, doors and balconies) have been submitted to and 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. No construction works shall commence until details of the window reveals for the office glazing and the windows to the flats have been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved materials.

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.

6. The development hereby permitted shall be carried out in accordance with the approved surface water drainage assessment carried out by JMP (ref. NW91602-FRA-01 dated July 2016) and the following mitigation measures detailed within the FRA:

- i) 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.
- ii) Undertake the drainage as indicated on drawing titled 'Conceptual Drainage Plan' reference NW91602-DR-02.
- iii) Implement appropriate drainage strategy based on attenuation and discharge into Thames surface water sewer.

The mitigation measures shall be fully implemented prior to occupation and subsequently 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.

Reason: To prevent flooding by ensuring the satisfactory disposal and storage 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 the approved Drainage Strategy and 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 1 in 100 year + 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.

- i) Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
- ii) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

8. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

9. 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.

10. No part of the development shall be occupied until the refuse and recycling store to serve the development, as shown on the approved drawings, has been constructed and made available for use. This facility shall be retained as approved at all times.

Reason: To ensure that adequate facilities exist for residents of the proposed development, in accordance with Policies SE7 and T10 of the Watford District Plan 2000.

11. No part of the development shall 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.

12. No part of the development shall be occupied until a detailed hard landscaping scheme for all the land within the site, including details of all site boundary treatments and external lighting, 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.

13. No part of the development shall be occupied until details for the secure and weatherproof storage of 58 cycles (41 for residents of the flats and 17 for occupiers of the office floorspace) have been submitted to and approved in writing by the Local Planning Authority, and the facilities have been provided as approved. These facilities shall be retained at all times.

Reason: To encourage residents and occupiers to travel by cycle and provide sustainable travel alternatives, in accordance with saved Policy T10 of the Watford District Plan 2000 and Policy T3 of the Watford Local Plan Core

Strategy 2006-31.

14. The office floorspace shall not be occupied until a detailed Travel Plan, based upon the Hertfordshire County Council document 'Hertfordshire Green Travel Plan Guidance', has been submitted to and approved in writing by the Local Planning.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment, in accordance with Policy T3 of the Watford Local Plan Core Strategy 2006-31.

15. No dwelling shall be occupied until details of a communal terrestrial television aerial(s) and satellite dish(es) have been submitted to and approved in writing by the Local Planning Authority.

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

16. For the avoidance of doubt, no communications development permitted by Class B or Class C of Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 shall be undertaken on the building.

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

17. 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.

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

Informatives

1. 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.

In order to minimise impact of noise, any works associated with the development which are audible at the site boundary should be restricted to the following hours:

- Monday to Friday 8am to 6pm
- Saturdays 8am to 1pm
- Noisy work is prohibited on Sundays and bank holidays

Instructions should be given to ensure that vehicles and plant entering and leaving the site comply with the stated hours of work.

Further details for both the applicant and those potentially affected by construction noise can be found on the Council's website at:

https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise.

2. This development may be considered a chargeable development for the purposes of the Community Infrastructure Regulations 2010 (as amended). The charge is non-negotiable and is calculated at the time planning permission is granted. The charge is based on the net increase of gross internal floor area of the proposed development.

A person or party must assume liability to pay the levy using the assumption of liability form 1 which should be sent to the CIL Officer, Regeneration and Development, Watford Borough Council, Town Hall, Watford, WD17 3EX or via email (semeta.bloomfield@watford.gov.uk).

If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course. Failure to adhere to the Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure a financial payment towards the provision of affordable housing in the Borough and to exclude the development from the local controlled parking zone.
4. All new developments 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.

5. 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. The Council also gave advice on the proposal and sought amendments during the application process.

Drawing numbers

2259 (90) 001, 002

2259 (08) 001, 002, 003, 004, 005, 006, 007, 008, 009, 010

2259 (07) 001, 002, 003, 004, 005, 006

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