

PART A	
Report of: Head of Development Management	
Date of committee:	25th July 2018
Site address:	Clarendon House, 33, Bridle Path
Reference Number:	18/00409/FULM
Description of Development:	Demolition of existing office building and erection of a mixed-use building of part 4, part 9 and part 14 storeys comprising 41 no. residential apartments and 1,800sqm of office space (Class B1a), with associated infrastructure including landscaping and basement car parking.
Applicant:	Clarendon House Watford Limited
Date Received:	11th April 2018
13 week date (major):	11th July 2018 (extended by agreement to 27th July 2018)
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. The building will occupy virtually the whole of the site.
- 2.2 The proposal incorporates a basement car park providing 43 parking spaces, accessed via a ramp from the western spur of Bridle Path. The existing basement ramp from the eastern spur will be closed off. 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.
- 2.3 This scheme remains the same as the previously approved scheme under ref. 16/01245/FULM with the exception of the basement car park provision. The previous scheme included no car parking and was entirely car free. In this case, the 43 parking spaces will serve the offices with the residential accommodation remaining car free.

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.

16/01245/FULM - 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. Planning permission granted 21st April 2017.

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 **Supplementary Planning Documents**

The following Supplementary Planning Documents are relevant to the determination of this application:

Residential Design Guide

Watford Character of Area Study

Skyline: Watford’s Approach to Taller Buildings

4.3 **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

- 4.4 In January 2016 the Council received the South West Hertfordshire Strategic Housing Market Assessment and associated Economic Study 2016 (SHMA) which set out an Objectively Assessed Need (OAN) for housing in the Borough that exceeds the levels in the Core Strategy. The Court of Appeal has recently confirmed that a “realistic prospect” of a site coming forward within the required timeframe will be sufficient to meet the deliverability test set by national planning policy, thereby endorsing an earlier decision of Mr Justice Ouseley (*St Modwen Developments Limited v Secretary of State for Communities and Local Government & Ors. Case Number: C1/2016/2001*). Officers have undertaken a recent review of the housing supply having regard to these judgements and are of the view that the Council is able to demonstrate a 5 year supply based on the OAN. Accordingly, the Council’s housing policies can be considered up to date.

5.0 Consultations

5.1 Neighbour consultations

Letters were sent to 50 properties in Bridle Path, Station Road and St Albans Road. Only 1 letter has been received making no comment on the application.

5.2 Statutory publicity

The application was publicised by 2 site notices posted on 6th April 2018 and by advertisement in the Watford Observer published also on 6th April 2018. The statutory period expired on 27th April 2018.

5.3 Technical consultations

The following responses have been received from technical consultees:

5.3.1 Hertfordshire County Council (Highway Authority)

Has raised no objection to the proposal subject to suggested conditions, including the provision of a Travel Plan.

5.3.2 Hertfordshire County Council (Lead Local Flood Authority)

Has raised no objection to the proposed surface water drainage scheme subject to appropriate conditions.

5.3.3 Thames Water

Has no objection with regard to sewerage infrastructure capacity and subject to a sequential approach for the disposal of surface water.

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) Car and cycle parking.
- (i) 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. 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.

6.2.2 Within the Core Strategy, Clarendon Road remains the focus for office uses. 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.

6.2.3 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.

6.2.4 Having regard to these various factors, a mixed-use office and residential scheme that delivers increased, high quality office floorspace and new housing,

was considered acceptable on this site in approving the previous application, and this remains the case. Furthermore, other mixed-use office and residential developments have since been approved in Clarendon Road (37-39 and 50), maximising the opportunities for both office and housing provision.

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 site is also within the Clarendon Road/Station Road employment area, close to Watford Junction Station, where tall buildings are considered acceptable in principle.

6.3.1 The scale and design of the building remains unchanged from the previous approval. It is to have brick as the main facing material and 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. In approving the previous application, the Committee considered the scale and design of the building to be acceptable and appropriate in this location and a high quality addition to the locality.

6.4 (c) Quality of residential accommodation

The proposed residential accommodation remains unchanged from the previous approval, providing a mix of 1 bedroom (2 person), 2 bedroom (3 person), 2 bedroom duplex (4 person) units and a 3 bedroom penthouse. 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 and this was accepted in approving the

previous application.

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 was submitted for the previous application with no provision for affordable housing. This was the subject of a detailed and robust review by external consultants, GL Hearn, on behalf of the Council. The outcome of this review was that the development could support a commuted sum towards affordable housing of £368,000. This was agreed with the applicant and accepted by the Committee in approving the previous application and was to be secured via a Section 106 planning obligation.

6.5.2 The current application is also supported by a viability appraisal, again with the applicant stating that the proposal cannot support any affordable housing provision, but with a written undertaking to make the previously agreed commuted sum payment of £368,000. This has again been the subject of review by GL Hearn on behalf of the Council who have concluded that the previously agreed commuted sum of £368,000 can still be justified.

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 relationship of the proposed building to the listed building remains unchanged from the previous approval. 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 granting the previous application, the Committee considered any harm to the setting of the listed building would not be significant and that this harm would be outweighed by the significant benefits of the proposal; the regeneration of this site, the provision of increased office accommodation, and the provision of new housing in a highly sustainable location. This remains the case for the current application.

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. 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 and a new access ramp to the basement formed at the front of the building on the western spur. Servicing of the existing office building currently takes place directly from the public highway in front of the site. This will remain unchanged for the proposed office and residential accommodation. 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) Car and cycle parking

The previously approved scheme was car-free, which was acceptable given the location of the site. The current proposal includes a basement car park for 43 spaces as an extension of the existing basement car park, which includes 19 spaces. The maximum parking provision for the proposed development based on the adopted standards in the Watford District Plan and having regard to its location is 15-30 spaces for the office and 41 spaces for the residential, a total range of 56-71 spaces. The provision of 43 spaces is below this range and is acceptable. It is likely that all of the spaces will be allocated to the office use, which would exceed the provision of 30 spaces for this element of the scheme. However, due to the constraints of the basement, 7 of the spaces are tandem spaces that do not have independent access and 10 of the spaces have less than the minimum 6m manoeuvring space in front of them (5-5.9m) which may restrict their use. As such, the number of fully compliant spaces is only 26. On this basis, the provision is considered acceptable.

6.9.1 Cycle parking is provided within a secure external store, with 58 spaces provided within a double raked system. This will equate to 1 space per flat and 17 spaces for the offices. This remains an acceptable level of provision.

6.10 (i) 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.

6.10.1 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 CIL charge applicable to the proposed development is £0 for the office floorspace and £120m² for the residential floorspace, plus indexation.

7.2 S.106 planning obligation

Following the introduction of the Community Infrastructure Levy, 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 Core Strategy. 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 will also need to be excluded from the local controlled parking zone, in accordance with saved Policy T26 of the Watford District Plan, in order 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. As such, a £2,000 payment is required to vary the local traffic regulation order.

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, whilst not in accordance with the land use designation or policy, remains acceptable as part of a mixed-use scheme in this highly sustainable location.
- 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.
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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 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:-

2259 (90) 001
2259 (08) 002, 003, 004, 005, 006, 007, 008, 009,
2259 (07) 001, 002, 003, 004, 005, 006
017-03-CP1 E, CP3 C, CP6

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) Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 10.6 l/s during the 1 in 100 year event plus 40% of climate change event.
 - ii) Providing storage 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 providing a minimum of 29.1 m³ (or such storage volume agreed with the LLFA) of total storage volume in underground attenuation tanks.
 - iii) Discharge of surface water from the private drain into the Thames Water sewer network.

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, updated modelling for up to and including the 1 in 100 year rainfall event including climate change allowance to accommodate the latest changes of drainage layout.
- 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.
- iii) 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, 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/neighbors_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.

Case Officer: Paul Baxter

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