

Committee date	Wednesday, 3 rd June 2020
Application reference	20/00121/VARM - 7-15 Bridle Path
Site address	
Proposal	Variation of Condition 2 (approved drawings) and deletion of Condition 16 (highway works) of planning permission 16/01046/FULM for the demolition of the existing buildings and erection of a part 5 storey, part 8 storey, part 9 storey 124 bedroom hotel (Use Class C1) including ancillary café/restaurant and bar facility and associated landscaping and access.
Applicant	BSRE Bridle Propco Limited
Agent	RPS Group
Type of Application	Section 73
Reason for committee Item	Major application
Target decision date	4 th May 2020
Statutory publicity	Public notice and site notice
Case officer	Paul Baxter, paul.baxter@watford.gov.uk
Ward	Central

1. Recommendation

Approve subject to the section 106 heads of terms and conditions as set out in section 8 of this report.

2. Site and surroundings

- 2.1 The application site has an area of 0.085 hectare and is rectangular in shape, measuring 55m long by 15m wide. 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 site is currently occupied by a series of single storey and two storey buildings located along the northern and southern boundaries of the site, with a central access in between. The buildings were previously used as workshops, principally for car repairs and maintenance, but are currently vacant.
- 2.2 The immediate area of Bridle Path contains a variety of different commercial buildings. Immediately to the north of the site is the 8 storey Holiday Inn Express hotel (beyond this the former 3 storey Clarendon House office building has recently been demolished, with planning permission granted for a 14 storey mixed-use building). Immediately to the south of the site is the 2 storey Shire House office building. Beyond this, 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 Grade II 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.

- 2.3 Further information, including the site plan and drawings, is available in the appendices to the report and on the council's [website](#).

3. Summary of the proposal

3.1 Proposal

To vary Condition 2 (approved drawings) and delete Condition 16 (highway works) of planning permission 16/01046/FULM for the demolition of the existing buildings and erection of a part 5 storey, part 8 storey, part 9 storey 124 bedroom hotel (Use Class C1) including ancillary café/restaurant and bar facility and associated landscaping and access.

- 3.2 The changes are required due to an area of land at the western end of the site not being within the ownership of the applicant nor being highway land. As such, the original proposal within the approved scheme to use this land to form part of a delivery lay-by cannot be implemented without the consent of a third party land owner. Alternative servicing arrangements are now proposed from the public highway excluding this third party land.

- 3.3 No other changes are proposed as part of this application although non-material amendments have previously been agreed to the approved scheme.

- 3.4 Planning permission 16/01046/FULM was lawfully commenced in October 2019 by the installation of Pile 47 forming part of the approved foundation plan. As such, Condition 1 (3 year time period for commencement) has been complied with and is no longer required.

3.5 Conclusion

The proposed changes to the servicing arrangements at the western end of the site are considered acceptable. They will have no impact on the approved building.

4. Relevant policies

Members should refer to the background papers attached to the agenda. These highlight the policy framework under which this application is determined. Specific policy considerations with regard to this particular application are detailed in section 6 below.

5. Relevant site history/background information

5.1 16/01046/FULM - Demolition of the existing buildings and erection of a part 5 storey, part 8 storey, part 9 storey 124 bedroom hotel (Use Class C1) including ancillary café/restaurant and bar facility and associated landscaping and access. Planning permission granted 2nd November 2016 subject to a section 106 agreement.

17/00295/DISCON - Details submitted pursuant to Condition 3 (external materials), Condition 4 (details of windows and patterned brickwork), Condition 5 (impact piling method statement), Condition 6 (land contamination investigation), Condition 9 (surface water drainage), Condition 10 (surface water drainage) and Condition 11 (mains water scheme) of planning permission ref. 16/01046/FULM. Approved 5th December 2017.

19/01008/DISCON - Details submitted pursuant to Condition 6(ii),(iii) and (iv) (land contamination) and Condition 7 (verification report) of planning permission 16/01046/FULM. Approved 16th September 2019.

20/00120/NONMAT - Non-material amendment to planning permission 16/01046/FULM for the demolition of the existing buildings and erection of a part 5 storey, part 8 storey, part 9 storey 124 bedroom hotel (Use Class C1) including ancillary café/restaurant and bar facility and associated landscaping and access. Minor alterations to the massing and height of the permitted building and reduction in the footprint of the building by 1 metre across the perimeter of the site. Approved 6th March 2020.

6. Main considerations

6.1 The main issue to be considered in the determination of the application is the servicing arrangements of the approved development.

6.2 The existing site has two vehicular access points from Bridle Path, one at its eastern end and one at its western end. These will be closed off as part of the development. At the western end of the site, the public highway currently forms an unmade apron between the edge of the carriageway and the site boundary. Adjoining this is an unmade strip of land in third party ownership over which the application site has a right of access (pedestrians only). It was

proposed as part of the approved scheme that these two areas of land would be resurfaced to form a delivery/servicing bay. This area would have been of sufficient size to accommodate a service vehicle up to 12m in length which would have allowed servicing of the hotel clear of the carriageway.

Unfortunately, this is not now possible as no agreement has been reached on the area of land in third party ownership.

- 6.3 As part of the original application, it was anticipated the size of hotel proposed would generate 14 service vehicles per week (approximately 2 per day, with no deliveries/collections on Sundays and bank holidays). These would comprise 7 for linen, 3 for food, 1 for beer/wine and 3 for refuse. With the delivery bay at the western end of the building, it was proposed that all vehicles would access and egress the site from St Albans Road. This remains the case. However, in the absence of a formal delivery bay, servicing is now proposed to be from the public highway in Bridle Path. This is acceptable in principle providing no undue obstruction of the highway occurs.
- 6.4 In this case, vehicle tracking diagrams have been submitted to show how a 10m rigid servicing vehicle is able to enter from St Albans Road, park in front of the site with a 3m clearance allowing other vehicles to pass, and leave via St Albans Road. This is considered acceptable in principle as Bridle Path does not carry any through traffic and properties on the eastern side of Bridle Path can be serviced directly from Station Road. The Highway Authority has no objections to the proposal subject to the applicant entering into a s.278 highways agreement to undertake works to the highway at the eastern and western end of the site to remove the crossovers and reinstate the footpath/verges. In order to allow the deletion of Condition 16, the applicant has agreed to enter into a s.106 agreement to undertake these works.
- 6.5 An integral bin store will be incorporated into the building at its eastern end. Tracking diagrams for a refuse vehicle have been included in the Transport Statement to demonstrate that a vehicle can enter and leave this eastern spur of Bridle Path in forward gear, enabling refuse collection to take place.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Hertfordshire County Council Highway Authority

Has no objections to the proposal subject to the applicant entering into a s.278 highways agreement to undertake works to the highway at the eastern and western end of the site.

7.2 Internal Consultees

None required.

7.3 Interested parties

The application was advertised in the Watford Observer by a public notice on 14th February 2020. Two site notices were also posted outside the site on 14th February 2020. No replies have been received.

8. Recommendation

That planning permission be granted subject to the completion of a legal agreement under s.106 of the Town and Country Planning Act 1990 to secure the planning obligations listed below and the following conditions:

Section 106 Heads of Terms

- i) To secure the following works within the public highway, as shown in principle on approved drawing no. 1321-GTA-ZZ-XX-PS-A-0001 Rev. P04:
 - a) The closure of the existing access at the eastern end of the site and the reinstatement of the footpath within the public highway.
 - b) The closure of the existing access at the western end of the site and the reinstatement of the footpath within the public highway.

Conditions

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

1321-GTA-ZZ-XX-PS-0001_Rev P04
1321-GTA-00-PG-A-0002_Rev P01
1321-GTA-3Z-ZZ-GA-A-0001_Rev P05
1321-GTA-3Z-ZZ-GA-A-0002_Rev P04
1321-GTA-3Z-ZZ-GA-A-0003_Rev P04
1321-GTA-3Z-ZZ-GA-A-0004_Rev P04
1321-GTA-3Z-ZZ-GA-A-0005_Rev P04
1321-GTA-3Z-XX-GE-A-0001_Rev P04
1321-GTA-3Z-XX-GE-A-0002_Rev P02
1321-GTA-3Z-XX-GE-A-0003_Rev P04

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

2. The development shall be carried out in accordance with the following external materials, window reveals and patterned brickwork, as approved under application ref. 17/00295/DISCON, unless otherwise agreed in writing by the Local Planning Authority:

Drawing nos. 4156/WD/220D, 221E, 222D, 240B, 241A, 242A, 460
Ground floor facing brick - Vandersanden Neo Magnolia
Upper floors facing brick - Hoskins Brick Ledbury

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.

3. The foundations of the development shall only be constructed utilising flight auger piling, in accordance with the following details approved under ref. 17/00295/DISCON, unless otherwise agreed in writing by the Local Planning Authority:

24761_T_DRAFT - Topographical Survey
14414-10 T2 - Piling Layout
14116:SK02 - Sewer and Pile Location Plan

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.

4. 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.

5. The development shall only be carried out in accordance with the surface water drainage scheme, as approved under ref. 17/00295/DISCON, unless otherwise agreed in writing by the Local Planning Authority:

Drawing nos. 14116:101 T2, 102 T1, 103 T1, 104 T1
Drainage Maintenance Plan dated 02 June 2017 (ref. DS/14116) by
Simpson Consulting Engineers.

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, in accordance with Policy SD2 of the Watford Local Plan Core Strategy 2006-31.

6. The development shall not be occupied until a final Travel Plan, based upon the submitted Travel Plan by RGP (Ref. RLR/WHIT/16/3182/TP02, dated July 2016), 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.

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

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

8. The development shall not be occupied until a detailed hard landscaping scheme for all the land within the site, including details of all site boundary treatments, has been submitted to and approved in

writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

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

9. The development shall not be occupied until the refuse and recycling bin store, as shown on approved drawing no. 1321-GTA-ZZ-00-PG-A-0002 P01, has been constructed and made available for use. These facilities shall be retained as approved at all times.

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

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

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

Informatives

1. IN907 - Positive-proactive statement – GRANT
2. IN910 - Building Regulations
3. IN912 - Hours of Construction
4. IN913 - Community Infrastructure Levy Liability
5. IN909 - Street Naming and Numbering
6. IN915 - Highway Works - HCC agreement required