

## PART A

Report of: **Development Management Section Head**

Date of Committee: **7<sup>th</sup> August 2014**

Site address: **18, Colonial Way**

Reference Number : **14/00705/FULM**

Description of Development: **Change of use and extension of the existing office building to provide accommodation for the new Watford University Technical College (UTC).**

Applicant: **Meller Educational Trust**

Date Received: **23<sup>rd</sup> May 2014**

13 week date (major): **22<sup>nd</sup> August 2014**

Ward: **Tudor**

### **SUMMARY**

The application is for the extension of the existing office building and its use, in conjunction with the adjoining Axis 1 building, by the new Watford University Technical College (UTC) to provide secondary level education for 14-19 year old students. The proposal involves the infilling of the existing undercroft car parking area and a 4 storey extension at the western end of the building.

The proposed use is not in accordance with the land allocation or employment policies of the Development Plan. However, the site does benefit from permitted development rights to change to a use as a state-funded school, although these are not being used in this case. The proposal will provide additional choice and capacity for secondary level education in the Borough for which there is a significant and identified demand. As such, the proposed use is considered acceptable for this site. The proposed extensions to the building are considered to be appropriate in their

scale, design and materials in relation to the existing building and the surrounding area and are acceptable. Although some car parking for the UTC is to be provided on the adjoining Axis 1 site, this may not be sufficient to accommodate the potential demand from staff and older students and, consequently, may result in on-street parking on Radlett Road and the residential roads to the north of the site. In order to address this issue, a financial contribution has been agreed with the applicant to undertake a consultation with local residents regarding the introduction of 'commuter' waiting restrictions on these roads.

The Development Management Section Head therefore recommends planning permission be granted, subject to the completion of a s.106 planning obligation and appropriate conditions, as set out in the report.

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## **BACKGROUND**

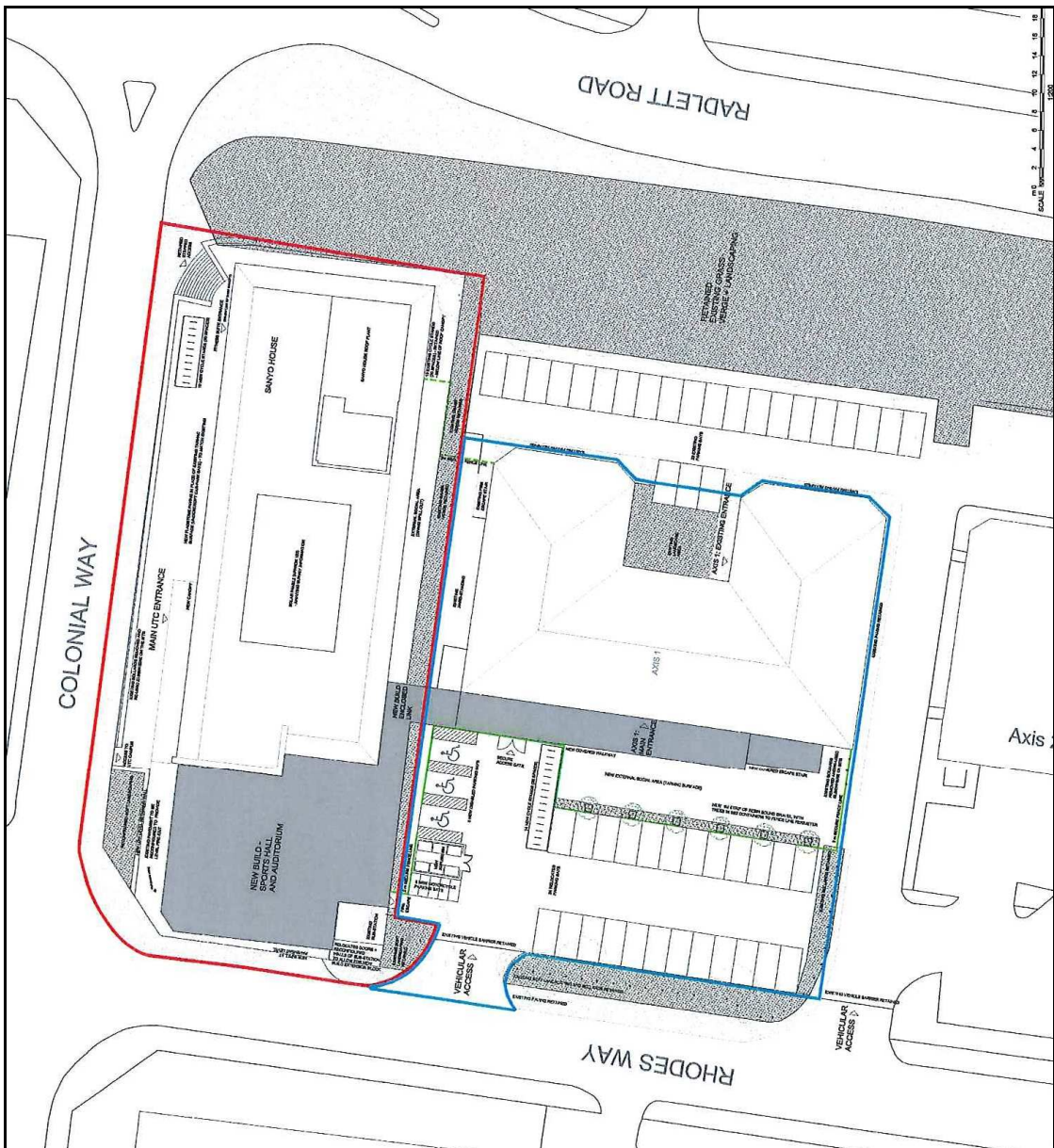
### **Site and surroundings**

The site is located on the southern side of Colonial Way between the junctions with Rhodes Way to the west and Radlett Road to the east. To the south are the two storey commercial buildings of the Axis development. To the west and north are three storey commercial buildings in office, warehousing and industrial uses. To the east, on the opposite side of Radlett Road, are playing fields and allotments.

The site comprises a three storey office building of 2,702m<sup>2</sup> floorspace, formerly occupied by Sanyo, above an undercroft car park. Pedestrian access is currently from Colonial Way at the north-eastern corner of the site with vehicular access from Rhodes Way. The undercroft and surface level car parking, occupying the western part of the site, provides 58 spaces. The building was constructed in 2005 and is not listed or of local interest and is not within a conservation area.

**Proposed development**

The application seeks full planning permission for the change of use of the building from office use (Class B1) to a university technical college (UTC) (Class D1) and an increase in floorspace to 4,256m<sup>2</sup> by infilling the undercroft parking area and the erection of a four storey extension to the western end of the building. This site, together with the adjoining Axis 1 site immediately to the south, will form the new Watford UTC which is due to open in September 2014.



Site plan

The UTC has the applicant and the University of Hertfordshire as its core partners working in conjunction with a range of national and international companies to develop an academic and vocational curriculum based around computer science, hospitality, tourism and event management, catering for students aged 14-19 years old. At full capacity it will have 600 students and a staff of 75.

### **Relevant planning history**

03/00841/FUL – Planning permission granted in March 2004 for the erection of a four storey office building incorporating undercroft car parking.

The history of the adjoining Axis 1 unit to the south is also relevant as the two buildings will form the new Watford UTC. The Axis development, comprising seven units, was granted planning permission in 1985 (ref. 9/90/85).

14/00476/KPD – Prior approval not required for the change of use of the building to a state-funded school (Class D1).

14/00563/FUL – Planning permission granted in May 2014 for amendments to the existing Axis 1 building to allow use as a University Technical College, to include new entrances, covered canopy, fencing, rearrangement of parking area, new bin store and new external fire escape.

### **Relevant policies**

#### **National Planning Policy Framework**

- Section 1 Building a strong, competitive economy
- Section 4 Promoting sustainable transport
- Section 7 Requiring good design
- Section 8 Promoting healthy communities
- Section 10 Meeting the challenge of climate change, flooding and coastal change

## **Hertfordshire Waste Core Strategy and Development Management Policies**

### **Document 2011-2026**

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

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

No relevant policies.

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

- WBC1 Presumption in favour of sustainable development
- SS1 Spatial Strategy
- SD1 Sustainable Design
- SD2 Water and Wastewater
- SD3 Climate Change
- SD4 Waste
- EMP1 Economic Development
- EMP2 Employment Land
- T2 Location of New Development
- T3 Improving Accessibility
- T4 Transport Assessments
- T5 Providing New Infrastructure
- INF1 Infrastructure Delivery and Planning Obligations
- UD1 Delivering High Quality Design

### **Watford District Plan 2000**

- SE7 Waste, Storage, Recovery and Recycling in new Development
- SE24 Unstable and Contaminated Land
- T10 Cycle Parking Standards
- T21 Access and Servicing
- T22 Car Parking Standards

## **CONSULTATIONS**

### **Neighbour notifications**

Letters were sent to 70 properties in Rhodes Way, Colonial Way, Eastfield Avenue and Carisbrooke Avenue. Three letters have been received making the following comments:

- Increased congestion on Colonial Way and surrounding roads.
- Proposal likely to cause on-street parking on Carisbrooke Avenue, Eastfield Avenue and surrounding roads from staff and students.
- Increase in noise nuisance and unreasonable behaviour.
- Increase in students in the area could bring social disadvantages such as an increase in crime.
- Lack of car parking for staff and students may lead to an increase in parking on nearby residential roads.
- College should be located where there is adequate parking for staff and older students. Eastfield Avenue already suffers from commuter parking.

### **Advertisement in local paper/site notices**

A public notice was published in the Watford Observer on 6<sup>th</sup> June 2014. Three site notices were also posted outside the site on 5<sup>th</sup> June 2014.

## **Consultations**

### **Environment Agency**

We consider that planning permission could be granted to the proposed development as submitted if the following planning conditions are included as set out below. Without these conditions, the proposed development on this site poses an unacceptable risk to groundwater.

Condition 1 - No development approved by this planning permission shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A site investigation scheme, based on the submitted report (Argyll Environmental, Ref: AEL-0234-FSR-249591, 3 February 2014), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Condition 2 - No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Condition 3 - No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

#### Thames Water

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

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. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

#### Hertfordshire County Council (Highway Authority)

Raises no objection to the proposal but wishes to secure the following:

- i) The off-site highway improvement works set out in the Transport Assessment and shown on drawing no.2376-GA-001A:
  - Dropped kerbs and tactile paving on Rhodes Way.
  - Zebra crossing on Colonial Way.
  - Upgrading existing uncontrolled pedestrian crossing on southern arm of Radlett Road roundabout.
  - Upgrading existing uncontrolled pedestrian crossing on Radlett Road (90m to north of roundabout).
- ii) A Full Travel Plan based upon the submitted Interim Travel Plan.



Hertfordshire Constabulary (Crime Prevention Design Advisor)

This is the second UTC planning application I have been involved in from my perspective and I am delighted to see there is a good emphasis on security within the application and effectively I have nothing further to add from my perspective which would enhance the already good levels of security proposed. I therefore have no comments on the application.

Environmental Health

No comments received on this application. However, the following comments were received for application ref. 14/00563/FUL relating to the adjoining Axis 1 site on Rhodes Way, which is also to be used as part of the TUC:

The following report has been submitted with planning application 14/00563/FUL:

- Site Solutions Commercial Report; Report Ref: AEL-0234-FSR-249591; Argyll Environmental Limited; 3 February 2014

This is an Envirosearch style report produced for due diligence purposes, it is not specific to the proposed development. This style of report would not usually be accepted. A Phase I Desk Study is required; this should utilise the Site Solutions Combined Report and combine this with a site walkover and document review (historical maps, previous site investigations etc) to produce a preliminary risk assessment (conceptual site model) for the site based on its proposed end use.

This report has noted a number of plausible contaminant linkages, which require further assessment, therefore a Phase II Intrusive Investigation will be required. The Phase II sampling strategy should be based on the findings of the Phase I Desk Study, (specifically the preliminary conceptual site model). As such I would ask that a Phase I Desk Study be submitted (in combination with the Phase II or under separate cover). For information, Watford Borough Council hold information relating to the nearby landfills. As further investigation is required I recommend that the standard

contamination condition be applied should planning permission be granted, to ensure these recommended works are undertaken.

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## **APPRAISAL**

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 2013;
- (b) the continuing “saved” policies of the *Watford District Plan 2000*;
- (c) the “saved” policies of the *Hertfordshire Waste Local Plan 1995-2005*; and
- (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*.

The East of England Plan 2008 and the “saved” policies of the Hertfordshire Structure Plan 1991-2011 were revoked on 3<sup>rd</sup> January 2013.

### **Land allocation**

On the Proposals Map of the Watford District Plan the site is located within Employment Area E3 (Colonial Way/Imperial Way). Saved Policy E1 states that the Council will seek to protect designated employment land for Class B1, B2 and B8 purposes. Exceptionally, defined employment land may be released for the purposes of regeneration, where it is demonstrated that the site is no longer required to meet future employment needs.

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. Policy EMP1 of the Core Strategy encourages improvements to the quality of the employment stock to secure employment growth. The consultation draft of the Site Allocation Plan forming part of the Local Plan Part 2 retains the employment allocation for the Colonial Way/Imperial Way area.

### **Principle of proposed use**

The proposed use of the site for education purposes (Class D1) is not in accordance with either the land allocation or the employment policies of the Watford District Plan and the Core Strategy. However, the site is not covered by any Article 4 Direction and, therefore, the building does benefit from permitted development rights to change to a state funded school under Class K of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). This permitted development provision was introduced by the Government in May 2013. It is under this permitted development provision that the use of the adjoining Axis 1 building was changed to educational use. Furthermore, the Council's Spatial Strategy recognises the need for additional school provision within Watford to meet increasing demand for school spaces. At present, the County Council is seeking a site to provide a new secondary school for Watford, with a site having been identified off Baldwins Lane in Croxley Green just outside the borough boundary in Three Rivers District. This site is being promoted through Three Rivers District Council's Site Allocation Plan. The proposed Watford UTC will help to meet some of this future demand and ensure increased choice and capacity at secondary level in the future.

The NPPF at paragraph 72 also states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local authorities should therefore take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. Great weight should be given to the need to create, expand or alter schools. The current proposal will accord with this objective by providing an alternative form of secondary and further level education, offering a more vocational curriculum based around computer science, hospitality, tourism and event management.

In this policy context, the loss of the existing office building is considered acceptable in order to provide a new UTC to serve Watford.

### **Transport assessment**

A detailed Transport Assessment has been submitted with the application. This assesses the potential impacts arising from the UTC as a whole, combining both the application site and the adjoining Axis 1 site, and is based upon full occupancy levels (75 staff and 600 students). The County Council as Highway Authority has commented on this and additional information and clarification has been submitted by the applicant's transport consultant.

The forecast traffic generation is that during the morning peak period (0800-0900) a slight increase of 14 vehicle movements will occur. However, in the evening peak period (1700-1800) a reduction of 43 vehicle movements is forecast due to the proposed use finishing earlier than the former office and commercial uses. As such, the proposed use will have no adverse impacts on traffic generation on the surrounding road network.

The site has good footpath links, including Reeds Walk which links Queens Road to the south and Carisbrooke Avenue to the north and runs close to the site to the west. There are also wide footpaths on Radlett Road and within the Colne Valley Linear Park to the east. This also provides good cycle links which includes National Cycle Route 6. In order to encourage and facilitate walking and cycling to the site, the application proposes to upgrade existing uncontrolled crossing points on Radlett Road (to the north and south of the roundabout forming the junction with Colonial Way) and also to introduce a new Zebra crossing on Colonial Way directly in front of the proposed new main entrance to the building. Subject to final agreement of details by Hertfordshire County Council and the completion of a s.278 highways agreement, these proposals are acceptable.

The site is not well served by public transport. Watford Junction station is a 15-20 minutes walk from the site (1.2km). There are only 2 bus services close to the site and these are infrequent; the W19 has a bus stop on Colonial Way (200m) and Radlett Road (350m) and gives access from Watford Junction but the frequency is

only hourly; the 346 service has a bus stop on Radlett Road (380m) with a frequency of 20-30 minutes. It is therefore imperative that the UTC operates an effective travel plan to encourage walking and cycling as alternative modes of travel. An Interim Travel Plan has been submitted which is considered an acceptable basis for a full Travel Plan to be developed. This will include the appointment of a Travel Plan Co-ordinator and the promotion of sustainable modes of travel through a range of 'hard' measures (site design and physical improvements) and 'soft' measures (marketing and promotion). This will need to operate in conjunction with other measures such as on-street parking restrictions in order to be fully effective. These measures are discussed further in the section below.

### **Servicing, car parking and cycle parking**

The existing car parking and servicing arrangements for the building will be removed as a result of the proposal, with all car parking and servicing facilities provided on the adjoining Axis 1 site. This site will provide 50 car parking spaces with access from Rhodes Way. The existing servicing bay within the building will be retained to serve the UTC.

With regard to car parking demand, the UTC will not reach full capacity until the academic year 2018/19. The numbers of pupils and staff are forecast to be as follows:

Year 1 (2014 / 2015) – 100 students and 16 staff;

Year 2 (2015 / 2016) – 250 students and 32 staff;

Year 3 (2016 / 2017) – 400 students and 55 staff;

Year 4 (2017 / 2018) – 550 students and 70 staff;

Year 5 (2018 / 2019) – 600 students and 75 staff.

At full capacity, it is anticipated only 100 students would be aged 17-18 and able to drive, although this would be strongly discouraged through the proposed Travel Plan.

The current car parking standards in the Watford District Plan would allow a maximum of 193 parking spaces to be provided, with 75 spaces based upon staff numbers and 118 based upon pupil numbers. The site is within Car and Cycle Parking Zone 4 which would give a recommended operational minimum provision of 75% of the maximum figure or 144 spaces (56 based on staff numbers and 88 based on pupil numbers). The proposed provision of 50 spaces is significantly below the maximum provision but also below the recommended operational provision for this site. The potential implications of this level of provision on the surrounding road network and on-street parking will therefore need careful consideration.

In considering actual demand, primarily this will be generated by staff working at the UTC. With a recommended operational provision of 56 spaces, the proposed 50 spaces is only 6 spaces short. This level of provision is therefore considered acceptable. Only a limited number of students would potentially be able to drive and this can be discouraged by not providing spaces for students and promoting alternative sustainable modes of travel through the proposed Travel Plan.

With the proposed spaces on site managed and restricted to staff only and with an effective Travel Plan in place, this should control the numbers of staff, and potentially students, travelling by car, other than to be dropped off. Colonial Way is subject to single yellow line waiting restrictions as is the eastern side of Rhodes Way, which prevent on-street parking. The northern side of Rhodes Way does contain unrestricted parking spaces although these spaces are normally fully utilised. There is also a free Council owned car park on Radlett Road opposite the site but this is also normally fully utilised, and due to be made a pay-and-display car park during the current financial year. Radlett Road itself has double yellow lines on the approaches to the roundabout that forms the junction with Colonial Way but otherwise contains no waiting restrictions. However, the Council is currently undertaking consultations on new double yellow line waiting restrictions for Radlett Road to the south of the roundabout and other parking restrictions on the Radlett Road estate (Raphael Drive and adjoining roads). All of these measures will help to prevent unrestricted parking and deter car use.

There are, however, other roads which are currently unrestricted and which could be subject to overspill parking from the UTC. One is Radlett Road to the north of the roundabout. Others are located to the north of Colonial Way and are linked to it by a public footpath very close to the site; these include the residential roads of Carisbrooke Avenue, Eastfield Avenue, Devon Road, Byron Avenue and Tavistock Road. Due to the footpath link giving easy access between this group of roads and Colonial Way, there is a risk that staff and students may park on these roads and walk to the site, in a similar way that students at West Herts College used to park on the Cassiobury Estate. If these roads remain unrestricted, they are likely to be subject to on-street parking from the UTC which would not only cause parking congestion on these roads but would undermine the proposed Travel Plan. It would therefore be appropriate for these roads to be subject to parking restrictions such as double yellow lines on Radlett Road and single yellow line 'commuter parking' restrictions on the residential roads. The introduction of waiting restrictions of this nature will require a feasibility study, consultation with local residents and a scheme to be designed and implemented. It is considered reasonable and appropriate that the applicant should pay for this work and a sum of £17,500 has been estimated by the Transport and Projects Section Head. This can be secured by a s.106 planning obligation.

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.

For the reasons set out above, the contribution suggested is directly related to the proposed development, is fairly and reasonably related in scale and kind to that development and is necessary to make the development acceptable. Accordingly, the requirement for such a contribution meets the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, the planning obligation can be taken into account as a material planning consideration in the determination of the application.

The Council's cycle parking standards require 1 cycle space per 10 staff and 1 cycle space per 5 students. The UTC would therefore require 128 cycle spaces when fully occupied. The current provision proposed is for 68 cycle spaces. This level of provision is based upon the interim Travel Plan target of 10% of staff and students cycling to the site (when fully occupied). At present, the average percentage of pupils cycling to secondary schools in Watford is only 3% based upon data supplied by Hertfordshire County Council. On this basis, the proposed provision of 68 cycle spaces is considered appropriate. As part of the interim Travel Plan, it is proposed that the level of cycle parking provision will be reviewed on an annual basis and additional facilities provided to meet need, as required. Five motorcycle spaces are also provided which is acceptable.

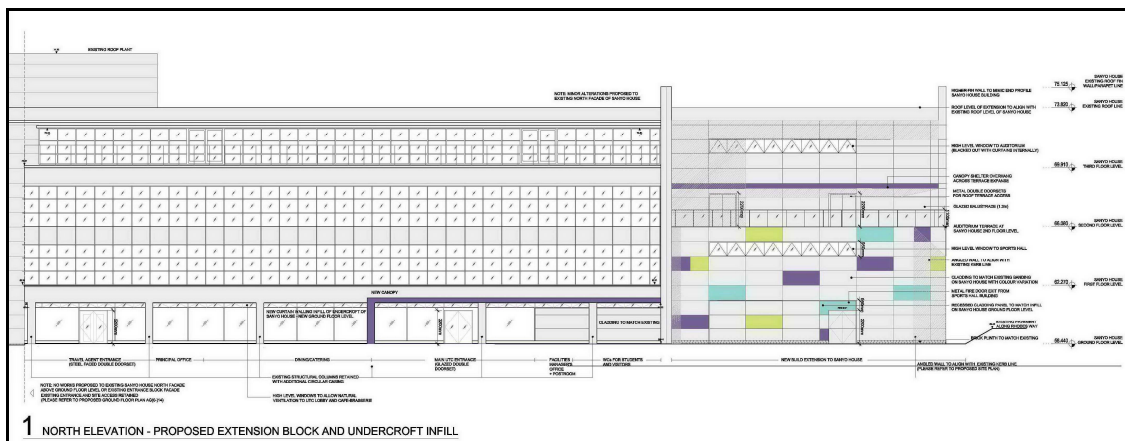
### **Design**

The existing building comprises three storeys of accommodation above an open, undercroft parking area. It is clad in silver/grey coloured flat metal panels with horizontal curtain wall glazing. It has a flat roof with prominent curved projecting eaves feature. The proposed infill of the undercroft will be carried out in full height curtain wall glazing which will maintain an open and light appearance to the ground floor and allow high levels of visibility into the building. The new main entrance will be created towards the western end of the undercroft.

At the western end of the building, on the existing open car parking area, a four storey extension will be erected. This will provide a two court sports hall at ground and first floor levels with a lecture theatre/auditorium above. This upper element will



be set back from the northern elevation to form an open terrace area on the roof of the sports hall. This extension will be clad in silver/grey metal panels to match the existing building but will also include randomly sited coloured panels reflecting the colours of the UTC (purple, lime green and turquoise). These will add interest and variety to the elevations of the extension and help to break up its massing, as the proposed uses allow only a limited number of windows to be incorporated.



North elevation

Overall, the proposed extensions maintain the scale, character and appearance of the existing building and are appropriate and acceptable in this commercial location. The proposed four storey extension will have no impact on adjoining commercial buildings.

### **Flood risk and drainage**

The site itself is within Flood Zone 1 with a low risk of fluvial flooding. Immediately to the east of the site is the River Colne and its floodplain which falls within Flood Zones 3 (functional floodplain) and 2 (medium risk). However, the site is raised up on higher land above the level of the floodplain and the predicted flood levels. The site also has a low risk from surface water flooding. The Environment Agency has no objections to the proposal.

### **Land contamination**

Environmental Health has requested a preliminary risk assessment for the works based upon the former use of the site. This can be secured by a standard condition.

### **Conclusion**

The proposed use is not in accordance with the land allocation or employment policies of the Development Plan. However, the site does benefit from permitted development rights to change to a use as a state-funded school, although these are not being used in this case. The proposal will provide additional choice and capacity for secondary level education in the Borough for which there is a significant and identified demand. As such, the proposed use is considered acceptable for this site. The proposed extensions to the building are considered to be appropriate in their scale, design and materials in relation to the existing building and the surrounding area and are acceptable. Although some car parking for the UTC is to be provided on the adjoining Axis 1 site, this may not be sufficient to accommodate the potential demand from staff and older students and may result in on-street parking on Radlett Road and the residential roads to the north of the site. In order to address this issue, a financial contribution has been agreed with the applicant to undertake a consultation with local residents regarding the introduction of 'commuter' waiting restrictions on these roads.

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### **HUMAN RIGHTS IMPLICATIONS**

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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## RECOMMENDATIONS

- (A) That planning permission be granted subject to the completion of a planning obligation under section 106 of the Town and Country Planning Act 1990 to secure the following contributions and subject to the conditions listed below:

### Section 106 Heads of Terms

- i) To secure a financial payment to the Council of £17,500 towards a feasibility study, public consultation exercise and the design of a parking scheme for Radlett Road (north of the Colonial Way junction) and the residential roads to the north of the site (Carisbrooke Avenue, Eastfield Avenue, Devon Road, Byron Avenue and Tavistock Road) to prevent unrestricted on-street parking on these roads.

### 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:-

AE(0-)00, 01, 04, 05, 06, 08, 09

AG(0-)01, 14, 15, 16, 17, 18, 21, 22

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

3. No demolition or construction works shall commence until a detailed scheme to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- i) a preliminary risk assessment (PRA) which has identified:
    - all previous uses;
    - potential contaminants associated with those uses;
    - a conceptual model of the site indicating sources, pathways and receptors;
    - potentially unacceptable risks arising from contamination at the site;
  - ii) where the PRA in (i) above identifies the need for further investigation, a site investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site;
  - iii) where a site investigation scheme referred to in (ii) above is required, the results of the site investigation and risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
  - iv) where a remediation strategy referred to in (iii) above is required, a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

No changes to these components shall be undertaken without the written approval of the Local Planning Authority. 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.

4. Where a remediation strategy has been approved pursuant to Condition 3, no construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

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

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

6. In carrying out the development hereby permitted, there shall be no infiltration of surface water drainage into the ground other than with the express written approval of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To protect groundwater in accordance with Policy SD1 of the Watford Local Plan Core Strategy 2006-31.

7. No development shall commence until details of the proposed external materials have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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.

8. No development shall commence until details of the proposed new cycle shelters have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

9. No development shall commence until a hard landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. This shall include details of all means of enclosure on the boundaries of the site and within the site. No part of the development shall be occupied until the approved hard landscaping works have been carried out.

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

10. No development shall commence until a soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The approved soft landscaping works shall be carried out not later than the first available planting and seeding season after completion of the development. Any plants 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, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

11. No part of the development shall be occupied until the following works within the public highway have been completed in full, as shown in principle on drawing no. 2376-GA-001A (WSP):
  - i) the upgrade of the uncontrolled pedestrian crossing point on Radlett Road (90m to north of the junction with Colonial Way);

- ii) the upgrade of the uncontrolled pedestrian crossing point on the southern arm of the roundabout at the junction with Colonial Way;
- iii) a new Zebra crossing on Colonial Way;
- iv) new uncontrolled crossing points on Rhodes Way;

Reason: To ensure safe and adequate vehicular and pedestrian access to the development and in the interests of highway safety, in accordance with Policy T4 of the Watford Local Plan Core Strategy 2006-31.

12. No part of the development shall be occupied until the existing vehicular junction on Colonial Way has been closed off and the adjacent footway and kerb reinstated.

Reason: To ensure safe and adequate vehicular and pedestrian access to the development and in the interests of highway safety, in accordance with Policy T4 of the Watford Local Plan Core Strategy 2006-31.

13. No part of the development shall be occupied until a Full Travel Plan has been submitted to and approved by the Local Planning Authority. The approved Plan shall be implemented at all times during the occupation of the building.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

#### Informatives

1. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure financial contributions towards the consultation, design and



implementation of a scheme for parking restrictions on part of Radlett Road and on the residential roads to the north of the site.

2. 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.

Drawing numbers

AE(0-)00, 01, 04, 05, 06, 08, 09

AG(0-)01, 14, 15, 16, 17, 18, 21, 22

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- (B)** In the event that no Section 106 planning obligation is completed by 20<sup>th</sup> August 2014 in respect of the Heads of Terms set out above, the Development Management Section Head be authorised to refuse planning permission for this application for the following reason:

1. The proposal fails to make appropriate provision to prevent unrestricted on-street parking in the nearby residential roads to the north of the site occurring as a result of the proposed development.
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