

Committee date	6 th February 2019
Application reference	18/00935/FULM
Site address	Gresham House 53 Clarendon Road
Proposal	Demolition of existing building and erection of new office building (Use Class B1(a)), with ancillary cafe at ground floor; basement parking and associated ground, drainage, landscaping, engineering and access works
Applicant	Seven Capital (DMS) Ltd
Agent	
Type of Application	Major planning application
Reason for committee item	Major planning application
Target decision date	Extension of time agreed 10 th February 2019
Statutory publicity	Not required
Case officer	Habib Neshat habib.neshat@watford.gov.uk
Ward	Central

1. Recommendation

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

2. Site and surroundings

- 2.1 The application site has an area of 0.36 hectare and is an irregular shape, measuring 56-62m long by 33-46m wide (it is narrower to the front). The site is currently occupied by a single office building which comprises a 4 storey element to the frontage and a central tower 9 storeys high behind the 4 storey building with a total floor space of 4,494m². The rear part of the site is occupied by a single decked car park. It is located on the western side of Clarendon Road to the south of the junction with St John's Road. It has an east-west orientation with a single frontage to Clarendon Road and backs on to residential properties in Monmouth Road to the west. To the north and south the site is adjoined by existing office buildings of 5 storeys in height.
- 2.2 The site is not within a conservation area and does not adjoin any locally or nationally listed buildings. It currently contains a low grade vacant office building. The existing building on the site is of no architectural merit or historic interest and the quality of the office accommodation is rather poor and outdated. Indeed, the current site could be said to significantly detract from what is one of the Borough's key employment areas and an important route between the station and town centre.

- 2.3 The site is located in the Town Centre Special Policy Area in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. There are parking restrictions, including a Residential Control Parking Zone along the roads within the vicinity of the site.

3 Summary of the proposal

- 3.1 The proposed development is seeking to demolish the existing office building and replace it with a mixed-use development; comprising 11,604 (GIA) m² of B1 office accommodation and 140m² coffee bar.
- 3.2 The proposed office use will be provided within a building which will have various heights, from 11 storeys to the front, stepping down to 6 at the rear.
- 3.3 The access to the office block and the coffee bar will be directly from Clarendon Road. The building on the ground floor will be set back allowing drop off and pick up space together with landscaping.
- 3.4 The proposal includes parking spaces which will be provided partly on the ground floor but the bulk of parking spaces will be accommodated within the basement. The proposal will also include cycle storage space at the ground floor level, plus refuse storage space.

Conclusion

- 3.5 The proposed building will be taller than the adjoining buildings. However, this will be appropriate in the context for this area subject to high quality design. The proposed design has emerged through a significant level of negotiation and revisions. The building will be highly articulated, incorporating set-backs, curves, corners and stepping in height. These features will allow the development to conform to building lines and to create a building with appropriate design. The strategy to adopt a step down to the rear will provide a more comfortable transition between the higher building to the front and the low residential buildings to the rear. The proposed design is therefore considered to enhance the business environment and the commercial ambience of Clarendon Road.
- 3.6 The site is located in the Town Centre SPA in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. These designations identify the Clarendon Road/Station Road employment area as the prime office area within the Borough and, as such, development proposals should aim to be for Class B1 office use.

- 3.7 The proposal will provide a significant uplift in office floor space and will provide office accommodation of high quality and design, thereby meeting the principle objectives of the policy which primarily seeks increased Grade A office floor space in Clarendon Road. The principle of such provision is welcome.
- 3.8 The proposed development has ensured that the amenities of the adjoining occupiers in terms of loss of light and privacy are reasonably protected.
- 3.9 With the introduction of the Council's Community Infrastructure Levy (CIL) the proposed development will not be subject to CIL payments. However, the applicant has offered financial contribution for monitoring of a travel plan and payment for improvement to the Clarendon Road public realm.
- 3.10 The proposed development will comply with the local and national policies and is considered acceptable.

4. Main relevant policies

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

5. Relevant site history/background information

- 5.1 The site was originally developed as a single, detached dwelling house. It was the subject of a series of applications between 1954 and 1964 for change of use to offices. The existing office building was granted planning permission in 1965.
- 5.2 In 1991 two planning permissions were granted conditional planning permission for the erection of a 6 storey office building with associated car parking.
- 5.3 In March 1999 a further planning permission was granted for the demolition of the existing building and the erection of a 5 storey office building with 152 car parking spaces.
- 5.4 On 22.11.2000 conditional planning permission was granted for the Demolition of existing office building (4850m²) and erection of a five storey office building (5,390m²) plus 152 car parking spaces
- 5.5 In December 2007 conditional planning permission (Ref; 07/01137/FULM) was granted for the demolition of the existing building and the erection of a new 6-

storey office building including basement car park. This permission was extended on in January 2011,

- 5.6 On 20th November 2014 planning application Ref; 14/01363/FULM was received for the demolition of existing building and redevelopment of the site with the erection of a building up to 10 storeys in height comprising 4,648m² office floorspace (Class B1(a)) and 44 residential flats. The scheme was presented to committee on 31st March 2015 for refusal. The application was deferred at the committee and was subsequently withdrawn by the applicant.
- 5.7 On 24th December 2015 a scheme was submitted for the demolition of the building and the erection of two separate blocks to accommodate offices to the front block and a multi façade residential building to the rear. However, the officers had significant concern with the design, layout and configuration of the scheme. In particular the residential block was entirely concealed from the view and provided a poor level of outlook, daylight and sunlight. The scheme was in need of significant amendments and hence it was abandoned.
- 5.8 Finally a scheme Ref;15/01787/FULM, was approved on in March 2017, for “Redevelopment of the site to provide a multi storey building comprising 6,247m² of B1 office accommodation, 140m² of coffee bar use and 59 dwelling units 35% of which will affordable and associated landscaping, amenity space, refuse storage and basement car park.

6.0 Appraisal

6.1 Main issues

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

- (a) Principle of development
- (b) Design, scale and impact on visual amenity
- (c) Impacts on surrounding properties
- (d) Car parking, access and transportation, waste
- (e) Surface water drainage
- (f) Section 106 and Community Infrastructure Levy (CIL)

6.2 (a) Principle of development

- 6.2.1 The Proposal will provide over 11,604m² of office building. The site is located in the Town Centre SPA in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. These designations identify the Clarendon

Road/Station Road employment area as the prime office area within the Borough and, as such, development proposals should aim to be for Class B1 office use.

6.2.2 Policy EMP5 Clarendon Road, Station Road and Bridle Path Office Area

Development within the Clarendon Road, Station Road and Bridle Path office area should deliver additional modern, high quality B1a and B1b office floor space to meet the needs of existing businesses and growth sectors including knowledge intensive industry, service sector, finance, media and creative industries, and the public sector. Proposals should demonstrate that they will contribute to growth in employment in the medium and longer term to 2031.

6.2.3 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. Much of the office accommodation is required to be provided within the business environment in proximity to Watford Junction (sustainable access) and the town centre core (other services).

6.2.4 It is important that this area remains the focus for new job creation and the opportunities for this are recognised and taken. Replacing redundant and outdated building stock (such as the building currently on the application site) that no longer meets the requirements of modern employers represents a prime opportunity to achieve this. Given the latest forecast figures for new jobs and employment floorspace, the Clarendon Road/Station Road employment area will remain the main focus for new office development and will need to accommodate significantly greater levels of floorspace than currently exist. Any development proposals in the employment area will therefore need to demonstrate clearly that they maximise every opportunity to meet the forecast demand for growth in employment floorspace in the medium and longer term to 2031.

6.2.5 The proposal will not only result in a significant increase over the existing office floor space it will also provide office accommodation of high quality and design, replacing an out dated office floor space thereby meeting the principle and the objectives of the policies identified above which primarily seek increased Grade A office floorspace.

6.2.6 The proposal will also provide a coffee bar/ delicatessen on the ground floor facing the open space access to the building. The coffee bar which has an element of alfresco will help to improve permeability of the site and contribute to public realm and the ambiance of the commercial environment.

6.2.7 The proposal in land use term is therefore welcome.

6.3 (b) Design, scale and impact on visual amenity

6.3.1 Given its height, one of the major issues to be considered here is the impact of the proposed development upon the character and appearance of the area.

6.3.2 Clarendon Road is characterised by large, multi-storey commercial buildings of varied age, design and materials. The site is adjoined by 5 storey buildings to the south and north. Other 5 storey buildings line the western side of Clarendon Road although taller buildings are also present, including the Holiday Inn at 9 storeys and Meridian House at 6 storeys. The more recent buildings in the road are either in brick or glass. There are some buildings which incorporate both materials.

6.3.3 The proposal to demolish the existing unsightly office building is welcome. But as the proposed development is taller than the existing property, due regard has to be paid to its height.

6.3.4 In recent years, Watford has seen a rise in the number of proposals for taller buildings in Clarendon Road, with a number receiving planning permission (including the application site with roughly the same height). Currently one site is being built which is 12 storeys height. Other taller buildings including a 20 storeys as well as a 15 storey building have also been approved. It is anticipated that there will be more pressure for taller buildings over the next plan period (2016 – 2036). This is primarily as a result of increased housing and employment pressure. This is not a unique situation in Watford. London and towns around London are facing a similar problem with rising demand. Equally, there is a growing appreciation that the intensification of land uses, particularly in physically constrained towns like Watford, can lead to more sustainable development patterns based on a more compact urban form in close proximity to large scale public transport infrastructure.

6.3.5 This development pattern will also aid the delivery of office space which is required to retain a viable economy both for Watford and the South East Region. Taller buildings, if properly conceived, can go some way in alleviating these pressures whilst reducing pressures on greenfield/urban expansion sites, which put a greater strain on service and infrastructure provision and therefore should be welcomed.

6.3.6 In response to this challenge the Council has now adopted a Supplementary Planning Document “Skyline” (March 2016) which highlights “Watford Approach to Taller buildings with respect to the treatment of tall buildings in the Borough”. The design guide provides a set of parameters which guide the applicant and the decision maker in understanding the complex range of issues a proposal for a taller

building would need to address before it could be realised. The aim of this guidance is to give further policy provision to Policy UD1 [Delivering High Quality Design] in the Core Strategy. These new policies set out the definition of taller buildings and the strategic and development management approach in terms of location and design. The guidance makes it clear that the majority of areas in Watford are unsuitable for taller buildings, and directs the taller buildings to some central locations which have notable regeneration, economic development opportunity, and high capacity public transport infrastructure. Clarendon Road is one of these identified areas.

6.3.7 There is also a separate study with respect to Clarendon Road which considers building of circa 35m in height could be acceptable in the location of the application site. Therefore, the principle of a taller building in this location is considered acceptable.

6.3.8 The height, configuration, layout and the design of the proposed building have been subject to significant negotiations. In respect of the present scheme, the applicants have been working to a brief requiring “the provision of legible and high performance building, responsive to its context; embraces landscape integration”. Overall, it is considered that the proposal adheres to this brief.

6.3.9 The scheme will provide an eleven storey office block fronting Clarendon Road (43m high at its maximum), stepping down from 11 storeys to 6. The building has been set centrally with the ground floor being set back from the edge of the pavement to provide a public realm and a landscaped access to offices. Part of the ground floor facing the public realm will be used as a coffee bar with an open air seating area to contribute the active atmosphere of the public realm and contribute to its permeability.

6.3.10 The design of the main office element fronting Clarendon Road comprises a curtain wall glazing system incorporating vertical fins, brick frame with a strong vertical emphasis.

6.3.11 The stepping at the rear has created large terraces which allow a better transition between the taller elements fronting Clarendon Road to the low scale residential buildings of Monmouth Street. The positioning of the building away from the boundaries has also created significant open space around the buildings. The terraces, balconies and the open spaces around the building have been particularly designed to embrace the notion of integrated landscaping to enhance the appearance of the building.

6.3.12 Within the general street scene, the building will appear prominent in views from the south or north due to the scale of the existing buildings and the lighter appearance of the building. In this case the prominence is beneficial given the quality of the design which highlights substantive investment in Watford. The existing building has a relatively low 4 storey element fronting Clarendon Road which appears very weak within the street scene and generally reads as a gap in the building line. The proposed building addresses this deficiency by providing a strong building frontage that completes the building line and positively addresses Clarendon Road. The proposed design approach for this building has opted for a mix of glazing and brick materials. This approach is considered to be more appropriate given the height of the proposed building to create a lighter appearance. As such, the building will enhance the street scene and will strengthen the character of Clarendon Road as the prime office location in the town.

6.3.13 The views from the rear will also be improved. Currently the existing, poorly designed, central tower when viewed from the west, undeniably creates a tower over the residential element to the rear in Monmouth Street. The proposed stepping of the building will eliminate the abrupt descent and will create a more comfortable transition between the larger scale office buildings of Clarendon Road and the domestic scale of properties in Monmouth Road. The opportunity for landscaping of the terraces will also soften the appearance of the building and is considered to be a further positive element in contrast the current rigid and monolithic appearance of the existing office building.

6.3.14 Although the proposed building is taller than both adjoining buildings, the incorporation of light materials, the stepping at top floor together with the set back from the sides, will help the building to sit comfortably alongside its neighbours.

6.3.15 The proposed development would bring significant benefit in terms of a more sustainable urban form based on good public transport accessibility and quality place making. It will not prejudice, intrude or obstruct strategic views within or across the Borough identified in the Skyline SPD. The proposed building is of a high quality design, making a positive contribution to the Borough's urban form and skyline, and supports urban growth and its prosperity in the widest sense. The proposed scheme therefore complies with the National Planning Policy Framework (NPPF) paragraph 64 and the local plan policies UD1.

6.4 (c) Impacts on surrounding properties

6.4.1 The properties adjoining the site to the north and south are both 5 storey office buildings. As such, considerations of outlook, privacy and natural light are not as critical or important generally as for residential properties. To the rear the

proposed building, the baseline environment is set by the 9 storey central tower of the existing building. Given the depth, distances from the boundary of the proposed scheme it is not, therefore, considered that the proposed building will have any additional adverse impacts on these adjoining office buildings or their continued use.

- 6.4.2 To the west, the site adjoins residential properties in Monmouth Road. The proposed scheme will come 9m closer to these houses in comparison with the existing building. The most affected residential buildings will be number 7a and 9 Monmouth Street.
- 6.4.3 The closest point of the proposed building to the boundary of number 9, will be 11m but the distance to habitable windows at an oblique angle will be 25m. The proposal will therefore comply with the Council's RDG. It should be noted that the tree coverage in the gardens of the neighbouring building will prevent direct overlooking on these gardens. With respect to number 7a, the proposed building will maintain a distance of 16m to its boundary which exceeds the Council's standard. There are windows at the flank elevation of this building which lie about 19m from the proposed building. But these windows are already overlooked from the raised deck of the car park. Therefore the proposed development will not give rise to any significant overlooking into adjoining residential buildings.
- 6.4.4 As part of the application, an assessment of sunlight and daylight to the properties in Monmouth Road was undertaken, in accordance with the guidelines of the Building Research Establishment. This demonstrates that the development as proposed would have no significant adverse impacts on the natural light to these properties.
- 6.4.5 Overall, the proposed building will have no unacceptable impacts on the residential properties in Monmouth Road.

6.5 **(d) Car parking, access and transportation, waste**

- 6.5.1 The site is in a highly accessible location with Watford Junction station and its associated bus interchange located just 360m to the north. This gives access to a wide range of rail and bus services. Further bus services are accessible on Clendon Road and within the town centre located 290m to the south, together with a full range of town centre shops, services and facilities. The site is also easily accessible by foot and cycle. In light of this high level of accessibility a reduced level of on-site car parking provision is proposed. The site is located within Car Parking Zone 2 where the parking provision for commercial uses should be between 25-50% of the maximum standard.

- 6.5.2 The proposed development includes a provision for 166 spaces, of which 53 will be provided on the ground floor level and 113 within the basement. The proposal will also provide 106 cycle parking spaces. The waste associated with the development will be housed within the basement area.
- 6.5.3 The existing site has two vehicular access points from Clarendon Road, one at its southern end and one at its northern end. These give access to the lower and upper levels of the rear decked car park respectively. They also facilitate delivery and service vehicles entering and exiting the site in forward gear. The proposed development will retain the two access points to facilitate the servicing of the site. This is acceptable and accords with saved Policy T21 of the Watford District Plan 2000, which is set as maximum requirement.
- 6.5.4 Herts Highways originally objected to the scheme seeking improvement with respect to cycle parking provision. Herts Highway officer also requested tracking diagrams with respect to manoeuvring of the refuse vehicle on site. The cycle storage space has now been relocated from the basement area to the ground floor to avoid any conflict with car movement within the basement area. The swept path diagram have been provided and demonstrate that waste disposal vehicle will be able to turn within the site, obviating the need to reverse onto public road.
- 6.5.5 The applicant has provided a Travel Plan (TP) which is considered to be satisfactory as it includes a variety of appropriate measures to encourage sustainable transport modes with targets set for a reduction in single occupancy car use over the period of the plan.
- 6.5.6 Herts Highways have advised that the cost of administering and monitoring the objectives of the Travel Plan and engaging in any Travel Plan Review for the residential developments, consisting of a written agreement with the County Council setting out a scheme to encourage, regulate, and promote green travel measures for owners, occupiers, and visitors would be in the region of £6,000. This could be secured through s.106 agreement.
- 6.5.7 HCC as highway authority has reviewed the application submission and have no objections to the proposed development, subject to the conditions and terms of legal agreement. The trip generation rates were reviewed and are considered appropriate for the proposals. The collision data was reviewed and it was found that there were no clusters of collisions in the vicinity of the site that would likely be exacerbated by the proposed development. The applicant was provided a number of comments relating to the proposed access arrangements. The applicant has since provided amended drawings which address previous concerns raised and HCC

consider the amended drawings acceptable. The proposed access will be subject to detailed design review at the Section 278 or Section 184, whichever is most appropriate, agreement stage.

- 6.5.8 It should be noted that the council as part of its strategy to improve the local environment will soon be embarking major road improvement in Clarendon Road. The applicant has pledged to contribute £94,000 towards such improvement.
- 6.5.9 The Local Highway Authority has recommended that conditions be imposed requiring that the applicant submits a Construction Traffic Plan detailing provision for on-site parking for construction workers. Issues arising from construction works are not material planning considerations and are covered by other legislation. As such, it is not considered appropriate to impose planning conditions relating to these matters. Nevertheless, informative notes will be added to the decision notice to provide advice to the applicant with regard to wheel washing, contractors' parking and their responsibilities for ensuring that the highway remains unobstructed wherever possible.
- 6.5.10 The proposal therefore in terms of its impact upon highways conditions is acceptable and the proposal to make financial payment for the physical improvement to the public is welcome.

6.6 (e) Surface water drainage

- 6.6.1 A surface water drainage scheme has been submitted with the application. This is based upon on-site attenuation with controlled discharge via a flow control device to the main sewer. This is acceptable subject to appropriate conditions to secure final details.

6.7 Community Infrastructure Levy (CIL) and Section 106

- 6.7.1 The proposed scheme will not be liable for CIL charges. CIL is charged on the relevant net additional floorspace created by the development. The charge for offices and retail is £0m².
- 6.7.2 With the adoption of the Council's CIL charging schedule on 1st April 2015, section 106 planning obligations can only be used to secure affordable housing provision and other site specific requirements. In the case of the current planning application, the only planning obligations required to make the development acceptable are:

- i) The provision of fire hydrants to serve the development in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and saved Policy H10 of the Watford District Plan 2000 if this were to be required.
- ii) The cost of monitoring and administrating Travel Plan to the sum of £6000.
- iii) Financial contribution to the road improvement to the sum of £94000.

7 Consultation responses received

7.1 Statutory consultees and other organisations

Consultee	Comment	Officer response
Thames Water	No objections.	Noted.
Hertfordshire County Council (Lead Local Flood Authority)	The proposed surface water drainage scheme is acceptable subject to appropriate conditions.	Noted.
Hertfordshire Constabulary (Crime Prevention Design Service)	No objections.	Noted.
Hertfordshire County Council (Highways Authority)	Originally raised objection due to the lack of information regarding the following matters: i) Need for Stage 1 Safety Audit. ii) No forward visibility splay provided. iii) Swept path for refuse vehicle. iv) personal injury record and accident report missing v)not sufficient info on trip data generation Following amendment of the scheme, much of these have been satisfied	The conditions as requested by the highways are incorporated in to the decision. However, construction management conditions as requested has not been included as it will largely relate to highway issues which are much better enforced by other means. The applicant has made commitment to pay financial contribution to Environmental improvement. Bus shelters in Watford are

	and the scheme in terms of its impact upon highways subject to condition is acceptable additional contribution for new improved bus stop to be provided, plus conditions requesting construction management to be imposed	not funded by the Council as these are provided by a separate private company.
Waste and recycling	No objections to the proposed bin storage arrangement.	Noted.
Environment Agency	No objection	Noted

7.2 Representations received from interested parties

Letters were sent to 177 properties in the surrounding area. Responses have been received from one adjoining occupier and also from Town Centre Resident Association. The main comments are summarised below, the full letters are available to view online:

Representations	Officer's response
The proposal will cause significant overlooking and loss of privacy	The proposal in terms of its privacy distance will generally comply with the council residential design guide. The issues has already been discussed in the body of the report
Over development of the site	This is in line with the council's current policy which facilitates taller buildings in Clarendon Road, subject to good design, to achieve the desired objective of delivering high quality office buildings
Impact on natural light to adjoining offices.	Whilst the proposal may give rise to some loss of light to the adjoining offices, this would be limited and would not merit a refusal of permission as the offices are not habitable rooms.

8. 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) The provision of fire hydrants to serve the development in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and saved Policy H10 of the Watford District Plan 2000 if this were to be required.
- ii) The cost of monitoring and administrating Travel Plan to the sum of £6000.
- iii) Financial contribution to the Clarendon Road public realm improvements to the sum of £94,000.

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:-

3066-199 D, Location Plan
3066-201 Level -01G - Basement Level Plan
3066-202 Level 00 F - Proposed Landscape Plan A1 1:100 E F
3066-203 Level 00H - Ground Floor Plan
3066-204 Level 01H - First Floor Plan
3066-205 Level 02G - Second Floor Plan
3066-206 Level 03G- Third Floor Plan
3066-207 Level 04G - Fourth Floor Plan
3066-208 Level 05 - Fifth Floor Plan A1 1:100 G
3066-209 Level 06 - Sixth Floor Plan A1 1:100 H
3066-210 Level 07 - Seventh Floor Plan A1 1:100 G
3066-211 Level 08 - Eighth Floor Plan A1 1:100 G
3066-212 Level 09 - Ninth Floor Plan A1 1:100 G
3066-213 Roof Plan A1 1:100 F

3066-214 Level 00 - Ground Floor Plan Alt. A1 1:200

3066-215 Level 10 - Tenth Floor Plan A1 1:100 A

3066-220 Elevations A1 1:200 J

3066-221 Coloured Elevations Detail 01 A1 1:50

3066-230 Level 06 - Prop. Terrace Landscape A1 1:100 D

3066-231 Level 08 - Prop. Terrace Landscape A1 1:100 C

3066-232 Level 07 - Prop. Terrace Landscape A1 1:100 x

3066-240 Cycle and Refuse A1 1:50 B

3066-301 Strip Sections A1 1:20

3066-302 Proposed Section A-A and B-B A1 1:200 F

Unless otherwise agreed in writing by the local planning department.

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

3. No construction works above damp proof course 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.

4. The development permitted by this planning permission shall be carried out in accordance with the Drainage Strategy and Sustainable Drainage Maintenance Plan carried out by CWA reference CWA/18/125 dated 19 July 2018 and the following mitigation measures:

1. Implementing appropriate SuDS measures to include porous surfacing.
2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
3. Discharge into Thames Water Sewer restricted to a maximum of 69.1 l/s for the 1:100 plus climate change event.

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

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.

5. No development other than demolition and site clearance shall take place until a detailed surface water drainage scheme for the site based on the approved FRA 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.

The scheme shall also include:

1. Details of how the scheme shall be maintained and managed after completion.
2. Details of the proposed drainage scheme providing a drainage plan showing the location of any proposed SuDS, pipe runs.
3. Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.

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

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.

6. 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.

7. 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.

8. 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.

9. 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 details shall include the depth of the planter boxes over the basement areas as well as those over the terraces. 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.

10. No part of the development shall be occupied until a detailed hard landscaping scheme for all the land within the site, including details of all site boundary treatments and external lighting, has been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

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

11. The office floor space 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. The travel plan shall then be implemented in accordance with the approved scheme thereafter.

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.

12. 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.

13. 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.

14. No construction work above damp proof course shall commence until the details of boundary treatment and in particular privacy screens over the terraces has been submitted to and has been provided in writing by the local

planning authority. Thereafter the scheme shall be implemented in accordance to the approved scheme.

Reason; In order to protect the privacy of the adjoining occupiers in accordance with policy S22 of the District Plan 2000.

15. No part of the development shall have a distance of less than 11 metres to the boundary of no 9 Monmouth Street.

Reason; In order to protect the privacy of the adjoining occupiers in accordance with policy SE22 of the District Plan 2000.

16. Before first use of the development, signage shall be erected at both accesses to show the one-way entry and exit arrangement.

Reason: For highway safety propose.

17. No construction work above damp proof course shall take place until plans have been submitted to and approved in writing by the Local Planning Authority to illustrate the roads, footways, cycleways, foul and surface water drainage. All construction works shall be carried out in accordance with the approved plans.

Reason: To ensure satisfactory development of the site and a satisfactory standard of highway design and construction in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

18. Prior to the first occupation of the development hereby permitted the proposed access /onsite car and cycle parking / servicing / loading, unloading / turning /waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

19. Prior to the occupation of the development hereby permitted, the detail of the Electric vehicle charging points shall be submitted to and approved in writing by the local planning authority. All EVCPs shall be installed in accordance with the approved details prior to the occupation of each of the units and permanently maintained and retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

20. Prior to the occupation of the development hereby permitted, the development shall include provision for 20% of the car parking spaces to be designated for plug-in Electric Vehicles (EV) and served by EV ready charging points.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

21. Prior to first occupation of the development, a Car Parking Management Plan shall be submitted to and approved in writing by the local planning authority. It shall include the information prescribed in the TA and the following:
 - Details of car parking allocation and distribution;
 - Methods to minimise on-street car parking;
 - A scheme for the provision and parking of cycles; and,
 - Monitoring required of the Car Parking Management Plan to be submitted to and approved in writing in accordance with a timeframe to be agreed by the local planning authority.

The Car Parking Management Plan shall be fully implemented before the development is first occupied or brought into use, in accordance with a timeframe agreed by the Local Planning Authority, and thereafter retained for this purpose.

Reason: In the interests of highway safety and to ensure sufficient available on-site car parking and the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

22. Prior to the commencement of the use hereby permitted, a Servicing and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority. The Servicing and Delivery plan shall incorporate the servicing arrangements for the use and adequate provision for the storage of delivery vehicles within the site. The Servicing and Delivery Plan should also include details of refuse collection and waste management within the site.

Reason: In the interests of maintaining highway efficiency and safety.

Informatives

IN912 Hours of Construction

IN913 Community Infrastructure Levy Liability

IN914 Section 106 Agreement

IN909 Street Naming and Numbering

IN907 Considered in positive and proactive manner

IN915 Highway Works – HCC agreement required