

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Date of Committee	7th January 2016
Site address:	36, Clarendon Road
Reference Number :	15/01539/FULM
Description of Development:	Erection of 6 storey building to provide 2,746 sqm of office (Class B1a) floorspace and 107sqm of floorspace for Class B1a/A1/A2 floorspace with associated car parking, cycle and bin storage and landscaping.
Applicant:	V Fund (Watford) Limited
Date received:	2nd November 2015
13 week date(major):	1st February 2016
Ward:	CENTRAL

SUMMARY

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 policies identify Clarendon Road as a prime office area and development proposals should be for Class B1 office use. The proposed mixed-use scheme comprises a 6 storey building providing 2,746m² office floorspace and 107m² commercial floorspace at ground floor for B1a/A1/A2 uses on the Clarendon Road frontage. The proposal replaces a 5 storey building (providing 2,220m² office floorspace) previously approved under planning permission ref. 14/00531/FULM for a mixed-use scheme which also included 34 residential flats. The proposal will result in an increase in the quantity and quality of office floorspace on the site compared to the previously planning permission (+526m²) and will contribute towards

providing new employment within the Borough, in accordance with the Core Strategy.

The previously approved residential element fronting Gartlet Road remains unchanged and is currently under construction. The office building has not been commenced. The reason for the application is to increase the amount of office floorspace in order to help secure investment funding for a speculative development. The design of the building is an evolution of the previously approved scheme to ensure it will make the same positive contribution to the character and appearance of Clarendon Road whilst complementing the residential element and maintaining an acceptable relationship with the existing residential properties on Gartlet Road.

The Development Management Section Head therefore recommends that the application be approved, subject to appropriate conditions, as set out in the report.

BACKGROUND

Site and surroundings

The site is located on the eastern side of Clarendon Road at its junction with Gartlet Road. Clarendon Road forms its western boundary and Gartlet Road its northern boundary. Its southern boundary abuts 34 Clarendon Road, a 4 storey office building. The application site comprises only the western part of the larger site the subject of planning permission ref. 14/00531/FULM, with its eastern boundary abutting the residential element fronting Gartlet Road that is currently under construction. The application site is approximately rectangular in shape and has an area of 0.1 hectare.

To the north, on the opposite side of Gartlet Road, 38 Clarendon Road is a 5 storey office building of red brick. To the west, on the opposite side of Clarendon Road are other 4 and 5 storey office blocks. Clarendon Road forms a direct link between the town centre and Watford Junction station. It is the main office employment area within the Borough and is characterised by multi-storey commercial buildings up to 8 storeys high but typically 4-6 storeys high. The buildings vary in age from the 1960s through to the 2000s and exhibit a

very varied range of designs and materials.

Proposed development

The previous buildings on the site, used as the Watford Registry Office, have been demolished and the application site is currently cleared and vacant. The application proposes the erection of a new 6 storey building comprising 2,746m² office floorspace and 107m² commercial floorspace at ground floor for B1a/A1/A2 uses. The proposal replaces a 5 storey building (providing 2,220m² office floorspace) previously approved under planning permission ref. 14/00531/FULM for a mixed-use scheme which also included 34 residential flats. The proposal will result in an increase in the office floorspace on the site compared to the previously planning permission of 526m². The scheme includes 27 parking spaces (an increase from 19 in the previous scheme) accessed from Clarendon Road; 20 of these spaces will be provided by the use of double stacked parking bays. The access from Clarendon Road will remain as previously approved. The previously approved residential element, which is currently under construction, remains unchanged.

Planning history

The previous buildings on the site, occupied by Watford Registry Office, comprised a Victorian villa on the Clarendon Road frontage, constructed in circa. 1865, and a 3 storey office block to the rear, constructed in the 1960s, together with a link extension to the villa. Both of these buildings were demolished in 2015.

The Estcourt Conservation Area to the east of the site (part of the residential development currently under construction falls within the Conservation Area) was designated in 2001.

13/01324/FULM – Planning permission refused in March 2014 for the demolition of existing buildings and redevelopment of the site to provide 2,220 sqm of office (Class B1a) floorspace and 36 residential flats with associated surface car parking, cycle and bin storage and landscaping for the following reason:

The proposed development, by reason of its height, massing and bulk, will have a

harmful impact on the character and appearance of the Estcourt Conservation Area to the east of the site, contrary to Policies UD1 and UD2 of the Watford Local Plan Part 1: Core Strategy 2006-31.

14/00531/FULM – Planning permission granted in June 2014 for the demolition of existing buildings and redevelopment of the site to provide 2,220 sqm of office (Class B1a) floorspace and 34 residential flats with associated surface car parking, cycle and bin storage and landscaping.

Relevant policies

National Planning Policy Framework

- Section 1 Building a strong, competitive economy
- Section 2 Ensuring the vitality of town centres
- Section 4 Promoting sustainable transport
- Section 7 Requiring good design
- 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 Part 1 - Core Strategy 2006-31

- WBC1 Presumption in favour of sustainable development
- SS1 Spatial Strategy

SPA1	Town Centre
SD1	Sustainable Design
SD2	Water and Wastewater
SD3	Climate Change
SD4	Waste
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 and Recycling in New Development
SE27	Flood Prevention
SE39	Tree and Hedgerow Provision in New Development
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
E1	Employment Areas
U17	Setting of Conservation Areas

Supplementary Planning Guidance and Supplementary Planning Documents

Watford Character of Area Study (2011)

Residential Design Guide (2014)

CONSULTATIONS

Neighbour consultations

Letters were sent to 21 properties in Clarendon Road, Estcourt Road and Gartlet Road and others who commented on the previous application. One reply has been received, making suggestions for improved landscaping on the Clarendon Road frontage.

Advertisements in local paper/ site notices

One site notice was placed outside the site on 6th November 2015 on the Clarendon Road frontage. A public notice was published in the Watford Observer on 13th November 2015.

Consultations

Thames Water

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

(Note: This comment was not made in respect of the previous two planning applications).

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. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

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

Hertfordshire County Council (Highway Authority)

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the conditions as per 14/00531/FULM.

Following discussions with officers of the Borough Council planning permission is now being sought to increase the amount of office floor space to 2,996sqm GEA (an increase of 656sqm or 28%). Critically for the highway authority no changes are proposed to the residential element of the permitted development, the means of access or the off-site highway works that were approved in 2014.

Transport Assessment: The potential transport implications of the proposed development are related to the likely change in travel characteristics arising from the proposed development. Previously the office accommodation on the site of about 850sqm was used as Council Offices including a Registry Office and these uses had the potential to attract a significant number of visits by members of the public.

Trip generation: The travel characteristics of the previous use were calculated as part of the Transport Statement submitted with the permitted planning application reference number 14/00531/FULM. That Transport Statement also calculated the travel characteristics of the now permitted office use.

Impact on highway network: The proposed increase in office floor space would imply a pro rata increase in vehicle trips associated with the increased office space. They predict two-way trip numbers in the morning peak of 26 and the evening of 18. These are 6 and 4 respectively higher than the numbers predicted previously. Neither these increases nor the overall trip numbers are likely to have severe impacts on the free and safe flow of traffic on the adjoining highway network.

Highway safety: The Transport Statement includes an analysis of the last 5 year's collision records. These do not indicate any significant cluster sites or specific road safety issues in the vicinity of the proposed development.

Access to the proposed office car parking will be as for the permitted scheme, via a footway crossover, onto Clarendon Road. Appropriate visibility splays of at least 2.4m by 40m will be provided to this access.

The proposed access arrangements and off-site highway works are shown in drawing number 65058-001. This drawing shows the layout agreed in discussions with Hertfordshire County Council in respect of application reference 14/00531/FULM and approved as part of the permitted development.

The permitted development included local highway improvements for pedestrians as shown on drawing number 63040-TS-003 Rev B and it is not proposed to make any amendments to these.

Refuse and service delivery: Refuse from office and residential uses will be located in secure stores on the north side of the proposed new building and it is proposed that collection of refuse will be made from Gartlet Road using a servicing and delivery lay-by just to the west of the proposed access. This lay-by will ensure that servicing vehicles will

not obstruct through traffic on Gartlet Road. It is located close to the office and residential accommodation and will be convenient for deliveries to both.

Hertfordshire County Council (Waste and Minerals Planning Authority)

Should the Borough Council be minded to permit this application, a number of detailed matters should be given careful consideration.

Government policy seeks to ensure that all planning authorities take responsibility for waste management. This is reflected in the county council's adopted waste planning documents. In particular, the waste planning documents seek to promote the sustainable management of waste in the county and encourage districts and boroughs to have regard to the potential for minimising waste generated by development.

Most recently, the Department for Communities and Local Government published its *National Planning Policy for Waste (October 2014)* which sets out the following:

'When determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

- *the likely impact of proposed, non- waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities;*
- *new, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service;*
- *the handling of waste arising from the construction and operation of development maximises reuse/recovery opportunities, and minimises off-site disposal.'*

This includes encouraging re-use of unavoidable waste where possible and the use of recycled materials where appropriate to the construction. In particular you are referred to the following policies of the adopted Hertfordshire County Council Waste Core Strategy and Development Management Policies Development Plan Document 2012. The policies that relate to this proposal are set out below:

Policy 1: Strategy for the Provision for Waste Management Facilities;

Policy 1a: Presumption in Favour of Sustainable Development;

Policy 2: Waste Prevention and Reduction:

Policy 12: Sustainable Design, Construction and Demolition.

In determining the planning application the Borough Council is urged to pay due regard to these policies and ensure their objectives are met. Many of the policy requirements can be met through the imposition of planning conditions.

Waste Policy 12: Sustainable Design, Construction and Demolition requires all relevant construction projects to be supported by a Site Waste Management Plan. This aims to reduce the amount of waste produced on site and should contain information including types of waste removed from the site and where that waste is being taken to.

Hertfordshire Constabulary (Crime Prevention Design Advisor)

No comments received.

Planning Policy: Urban Design and Conservation

No comments received.

Arboricultural Officer

No comments received.

APPRAISAL

In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:

- (a) the *Watford Local Plan Part 1 - Core Strategy 2006-31*;
- (b) the continuing “saved” policies of the *Watford District Plan 2000*;
- (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026*; and
- (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*.

Land allocation

On the Proposals Map of the Watford District Plan the site is located within Employment Area E7a (Clarendon Road/Station Road). In the Core Strategy it is located within the Town Centre Special Policy Area (SPA1). The objectives of the Town Centre SPA are to strengthen and consolidate Watford’s position as a regional centre in the retail hierarchy; seek a more balanced provision of town centre facilities and infrastructure, including retail, leisure, entertainment and other town centre uses; seek access improvements for people of all ages, interest and backgrounds; redevelop the existing shopping centre at Charter Place; and deliver around 3,300-4,200 additional jobs in the wider town centre area in the retail, leisure, office and service sectors. Within the wider town centre, Clarendon Road is identified as the focus for office use.

The proposal is in general accordance with the land allocation in that the main use of the building is for Class B1 office use. This is acceptable in principle. At ground floor level, a small amount of floorspace, 107m, adjoining the main entrance is proposed for flexible commercial uses including Class B1 offices, Class A1 retail and Class A2 offices (financial and professional services). Class A1 and A2 uses are not in strict accordance with the land allocation, however, given the small amount of floorspace involved and the fact that they will complement the main office use, this is considered acceptable in this case. The applicant is intending that the Class A1 retail use would comprise a coffee shop or similar outlet serving the office employees within Clarendon Road. Any Class A1 or A2 use of this

size and in this location is not considered to be of a nature that will have any harmful impact on the vitality and viability of the nearby town centre.

Heritage assets

The proposal needs to be considered having regard to any potential impact it may have on the setting of the Estcourt Conservation Area to the east. The previously approved scheme comprised a 5 storey office building fronting Clarendon Road and a residential block stepping down from 6 storeys to 2 storeys fronting Gartlet Road. This block was partly sited within the conservation area which included the original 'ceremony garden' of the Registry Office. It was considered that the proposal would have no harmful impact on the setting of the Estcourt Conservation Area.

The proposed 6 storey office block will have the same footprint as the approved block, with the northern part of the block adjoining the approved 6 storey residential block. Only the southern part of the rear elevation will be visible from the conservation area and this will be seen behind the 2 storey residential blocks fronting Gartlet Road. This elevation is sited 27m from the boundary of the conservation area on the western side of Gartlet Road (now occupied by the 2 storey residential blocks) and 52m from the nearest building on the eastern side of Gartlet Road. In this context, it is not considered that the proposed block will have any greater impact on the setting of the conservation area than the approved development.

Layout and design

The layout of the site is identical to that of the approved scheme, with the proposed office block respecting the building line on the eastern side of Clarendon Road and turning the corner on to Gartlet Road. The proposed access from Clarendon Road at the southern part of the frontage, serving the car parking, remains unchanged.

The main changes are to the design of the block and these comprise:

- i) the additional storey of office accommodation,

- ii) a narrower chamfer on the corner of the building facing the road junction, and
- iii) a modification of the elevational design to accommodate these changes.

At 6 storeys, the proposed block still reflects the general scale of buildings on Clarendon Road, which vary from 4-6 storeys with the occasional taller building, and sits comfortably on this prominent junction within the road. The chamfered corner addresses the road junction appropriately and helps the building to turn the corner in an aesthetically pleasing way.

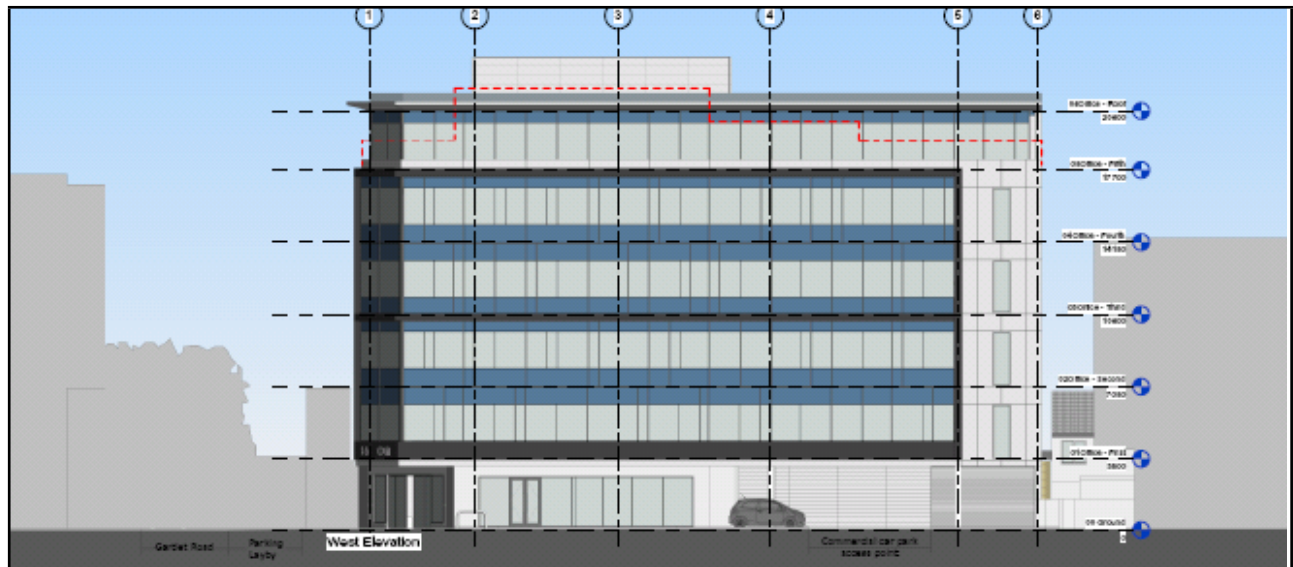


Computer generated image of proposed office building

The block maintains an acceptable relationship to the 6 storey residential block adjoining and also retains its distinctive design and materials, in contrast to the residential block, as previously approved. Overall, the proportions of the block are good, with a strong horizontal framing within the largely glazed elevations giving the building a visually clear podium level and strong roof line.



West elevation – approved scheme ref. 14/00531/FULM



West elevation – proposed scheme

Overall, the scale and design of the building and use of materials will ensure a high quality development that achieves the aspirations of the Core Strategy and will make a positive contribution to the area.

Townscape and visual impacts

Clarendon Road is characterised by large, multi-storey commercial buildings of varied age, design and materials. The proposed office block is 6 storeys high fronting onto Clarendon Road and is adjoined by a 4 storey building to the south with a 5 storey building sited to the north. Other 5 storey buildings line the western side of Clarendon Road. The siting of the building reinforces the existing building line on this side of the road and positively addresses the corner. In this context, the scale and massing of the building is in keeping with the road. As with the previously approved 5 storey block, the proposal will significantly enhance the street scene by introducing a prominent corner building of a scale that would be expected in the context of this site.

Comments received on the application have suggested improvements to the public realm on Clarendon Road, with additional tree and shrub planting incorporated. These suggestions will enhance the public realm and the appearance of the site. Measures of this nature can be secured by condition.

Impacts on adjoining properties

The proposed building will sit comfortably alongside the existing office buildings at 34 and 38, Clarendon Road and will have no adverse impact on these buildings. The potential for the greatest impacts is in respect of the residential properties in Gartlet Road. These were accessed in detail in granting the previous planning permission. The proposed office block is sited 27.5m from the rear boundary of the nearest houses in Gartlet Road, Nos. 3 and 4. This is slightly further away than the adjoining office building at No. 34 which has office windows facing these properties only 26m away from the boundary. The distance to the nearest windows in Nos. 3 and 4 is 44m. On the rear elevation, the proposal incorporates composite cladding panels and strip windows rather than curtain wall glazing to minimise further any opportunity for additional overlooking to occur. At 44m distant and sited to the

north west, the office element will have no adverse impact on natural light or outlook to these houses.

Having regard to the BRE Sunlight and Daylight Guidelines, the office block still achieves an unobstructed 25° vertical angle of view from the ground floor windows of properties in Gartlet Road. This will ensure that the daylight to these windows will not be adversely affected. Achievement of this guideline also indicates that the proposal will not give rise to a significant adverse impact on the outlook from the windows of these properties.

Flood risk and drainage

The site is located within Flood Zone 1 and is at low risk of flooding. A sustainable surface water drainage scheme to reduce and/or attenuate surface water flows can be secured by condition. This will also form an integral requirement of the BREEAM assessment.

Transport, access and parking

The site is in a highly accessible location with Watford Junction station and its associated bus interchange located 500m to the north. This gives access to a wide range of rail and bus services. Further bus services are accessible within the town centre located 250m to the south together with a full range of town centre shops, services and facilities. The site is also easily accessible by foot and cycle.

A traffic impact assessment has been undertaken as part of the submitted transport statement. This compares the predicted traffic generation of the approved office and residential scheme with the proposed, increased office floorspace and the approved residential development. This demonstrates that the increase in traffic arising from the proposed, increased office floorspace will give rise to only 3-4 additional vehicle trips during the morning and evening peak times. These increases are not significant.

As part of the previously approved proposal, a number of highways changes and improvements were proposed. Those directly relevant to the proposed office block comprised:

- i) a new access on Clarendon Road, 4.5m to the north of the existing access, to serve the car parking for the office use;
- ii) new footpath on the southern side of Gartlet Road;
- iii) a new servicing lay-by on southern side of Gartlet Road; and
- iv) the re-siting of the pedestrian crossing on Clarendon Road to the north of the existing crossing.

All of these measures are also proposed as part of the current application and remain necessary for the development to be acceptable.

The level of car parking provision originally approved for the office floorspace was 19 spaces, all at ground level and partly within an undercroft. This has been increased to 27 spaces as part of the current proposal. Some of these spaces (20) will be provided in double stacked parking bays within the undercroft of the building. This number and form of provision is acceptable.

Sustainability, energy and waste

An Energy and Sustainability Statement has been submitted with the application and includes a BREEAM pre-assessment to demonstrate how a BREEAM rating of Very Good can be achieved. A number of energy efficiency measures will be incorporated into the design to enhance the building's energy performance and reduce annual carbon emissions. The proposed offices will be served by highly efficient air source heat pumps for their heating and cooling requirements. A post-construction certificate to confirm that BREEAM Very Good has been achieved can be secured by condition.

The BREEAM assessment has waste management as an integral component and bin stores are provided as part of the development for waste and recycling bin provision. These measures will ensure that the development is of a sustainable construction and will encourage waste to be managed and reduced on site, in accordance with the policies of the County Council's Waste Core Strategy and Development Management Policies.

Community Infrastructure Levy and Planning Obligations

Community Infrastructure Levy (CIL)

The Council's CIL charging schedule was implemented on 1st April 2015 and, as such, the proposed scheme will be liable for CIL charges. The CIL charge covers a wide range of infrastructure and community facilities including education, childcare, libraries, youth facilities, open space, children's playspace, transport and healthcare. Under the Community Infrastructure Levy Regulations 2010, payments towards infrastructure and facilities covered by CIL can no longer be sought by section 106 planning obligations unless there are site specific requirements which are necessary to make the development acceptable. CIL is charged on the relevant net additional floorspace created by the development. The CIL charge is non-negotiable and is calculated at the time planning permission is granted.

The CIL charge for Class B1 office floorspace is £0m². The charge for Class A1-A5 retail floorspace is £120m². As such, the only floorspace liable to a CIL charge is the ground floor unit of 107m² which is proposed for B1/A1/A5 use. The charge for this floorspace would be £12,840.

Planning obligations under section 106

With the implementation 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. Tariff style financial payments can no longer be sought. 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.

In the case of the current planning application, the only planning obligation necessary to make the development acceptable is the provision, as necessary, of fire hydrants to serve the development in accordance with Policy INF1 of the Core Strategy and saved Policy H10 of the Watford District Plan 2000. However, this can also be secured by means of a condition requiring a water scheme to be submitted. This is considered an acceptable alternative mechanism by the County Council and as no other planning obligations are required it is proposed to use an appropriate condition in this case.

Conclusion

The proposed office block will result in an increase in the quantity and quality of office floorspace on the site and will contribute towards providing new employment within the Borough, in accordance with the Core Strategy. Although the flexible commercial floorspace at ground floor level is, in part (Class A1/A2 uses), not strictly in accordance with the land allocation, this comprises a very small proportion of the floorspace (107m², less than 5%) and will not have any harmful effect on the overall objectives of the Core Strategy.

The proposed block, with its increased height compared to the previously approved scheme, will still have an acceptable and appropriate relationship with the adjoining residential block and will sit comfortably within the road. The block will make a positive contribution to the character and appearance of Clarendon Road through the provision of a prominent new building on this important corner site.

HUMAN RIGHTS IMPLICATIONS

The grant of permission, subject to a planning obligation and conditions, will have an impact on the human rights of the applicant to develop the land. However, this is considered justified in order to protect the human rights of third parties and to accord with the policies of the development plan. With appropriate conditions, it is not considered that

any impacts on third parties will be sufficient to override the human rights of the applicant in this instance.

RECOMMENDATION

That planning permission be granted subject to the following conditions:

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:-

9283 PL 500-010A, 500-011, 500-100, 500-101, 500-102, 500-103, 500-104, 500-105, 500-106, 500-200, 500-201.

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

3. Construction of the development hereby permitted shall not take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays and not at all on Sundays and Public Holidays.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed, pursuant to Policy SE22 of the Watford District Plan 2000.

4. No development shall commence until the scheme has been registered with the Considerate Constructors Scheme and a certificate of registration has been submitted to the Local Planning Authority. The construction shall be carried out in accordance with the requirements of this scheme.

Reason: This is a pre-commencement condition to ensure suitable measures will be in place to safeguard the amenities of neighbouring properties and prevent obstruction of the adjoining highway during the time that the development is being constructed.

5. The development shall be constructed to BREEAM Very Good in accordance with the pre-assessment contained in the Energy and Sustainability Statement by Mecserve (Issue 1.0 – October 2015 – C5902). No part of the development shall be occupied until a post-completion certificate, to certify that the respective BREEAM Very Good standard has been achieved, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To accord with Policies SD1, SD2 and SD3 of the Watford Local Plan Core Strategy 2013.

6. No impact piling shall take place until a piling method statement (detailing the 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 shall only be undertaken in accordance with the approved piling method statement.

Reason: The proposed works will be in close proximity, and could cause damage, to underground sewerage utility infrastructure.

7. No development shall commence until details of the existing and proposed ground levels and the finished ground floor levels of the building have been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed in accordance with the approved details.

Reason: This is a pre-commencement condition to ensure an acceptable relationship between the proposed building, the adjoining residential development and the adjoining highway is achieved.

8. No development shall commence until details of the materials to be used for all the external finishes of the building, including all external walls, roofs, doors and windows, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

Reason: This is a pre-commencement condition to ensure appropriate and acceptable materials are used for the construction of the building, 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.

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: This is a pre-commencement condition to ensure appropriate and acceptable materials are used for the public realm 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: This is a pre-commencement condition to ensure appropriate and acceptable planting is used for the public realm, 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 development shall commence until details of a sustainable surface water drainage scheme for the development have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the approved drainage scheme has been implemented in full.

Reason: This is a pre-commencement condition to ensure the surface water drainage scheme forms an integral part of the development and is designed to minimise the likelihood of flooding downstream, to reduce the risk of flooding by ensuring the satisfactory storage and disposal of surface water from the site, and to reduce the impact of flooding on the proposed development in accordance with Policy SD2 of the Watford Local Plan Core Strategy 2006-31.

12. No development shall commence until a mains water services scheme for the development, including where necessary, the inclusion of fire hydrants to serve the development, has been submitted to and approved in writing by the Local Planning

Authority. The development shall only be carried out in accordance with the approved scheme.

Reason: This is a pre-commencement condition to ensure the mains water services scheme forms an integral part of the development and is designed to include, where necessary, fire hydrants to serve the development.

13. No plant or equipment shall be installed within the roof level open plant area until an acoustic assessment has been submitted to and approved in writing by the Local Planning Authority which demonstrates that the sound pressure level from the plant area will be at least 10dB below the lowest LA₉₀ (15 minute) noise level measured at 1m from the adjoining residential flats when all plant and equipment is operational. The assessment shall include appropriate noise mitigation measures. All plant and equipment shall be installed as approved and no plant or equipment shall be brought into operation until the approved mitigation measures have been installed.

Reason: To ensure the operation of the plant and equipment does not give rise to noise nuisance to the adjoining residential occupiers.

14. No part of the development shall be occupied until the following works within the site and the public highway have been completed in full, as shown in principle on drawing no. 65058-001 in Appendix C of the Transport Statement by Development Transport Planning (Project No. 65058, October 2015):
 - i) new footpath on southern side of Gartlet Road from Clarendon Road to the boundary of the application site;
 - ii) new servicing lay-by on southern side of Gartlet Road;
 - iii) new vehicular access on Clarendon Road to serve office car parking;

- iv) re-siting of pedestrian crossing on Clarendon Road to the north of the existing crossing.

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.

- 15. No part of the development shall be occupied until the existing vehicular junctions on Clarendon Road have been closed off and the adjacent footways and kerbs 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.

- 16. No part of the development shall be occupied until a management plan to ensure that the approved lay-by is only used for refuse collection, deliveries and loading/unloading has been submitted to and approved in writing by the Local Planning Authority and the approved measures have been provided in full. These measures shall be retained as approved at all times.

Reason: To minimise danger, obstruction and inconvenience to users of the highway and pedestrians and to ensure adequate servicing access for the development, in accordance with Policy T21 of the Watford District Plan 2000.

- 17. No part of the development shall be occupied until the 27 car parking spaces shown on the approved drawings (unless otherwise approved in writing by the Local Planning Authority) have been laid out and constructed in full. These spaces shall be retained at all times for the parking cars.

Reason: To ensure adequate operational parking facilities are provided on the site, in accordance with saved Policy T22 of the Watford District Plan 2000.

18. No part of the development shall be occupied until the bin and cycle stores have been provided in accordance with the approved drawings (unless otherwise approved in writing by the Local Planning Authority). The stores shall be retained at all times for bin storage and cycle storage only and shall not be used for any other purpose.

Reason: To ensure adequate facilities are provided for the occupiers of the site and in the interests of the visual appearance of the site and its impact on the street scene and character of the surrounding area, in accordance with Policies SD1 and UD1 of the Watford Local Plan Core Strategy 2006-31 and saved Policies T10 and T21 of the Watford District Plan 2000.

Informatives

1. 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

9283 PL 500-010A, 500-011, 500-100, 500-101, 500-102, 500-103, 500-104, 500-105, 500-106, 500-200, 500-201.

Case Officer: **Paul Baxter**

Email: **paul.baxter@watford.gov.uk**

Tel: **01923 278284**