

Committee date	6 January 2021
Application reference Site address	20/00663/FULM - Cassiobury House, 11 - 19 Station Road, Watford, WD17 1AP
Proposal	Demolition of existing building and development of two linked buildings comprising hotel (Use Class C1) and office (Use Class E) with flexible use (Use Class E) at ground floor level, including basement and surface level car and cycle parking and associated access changes (AMENDED DRAWINGS)
Applicant	Cassio Watford Limited
Agent	Tellon Capital
Type of Application	Full Planning Permission
Reason for committee Item	Major Application
Target decision date	7 January 2021
Statutory publicity	Watford Observer, Neighbour Letters and Site Notice
Case officer	Andrew Clarke, andrew.clarke@watford.gov.uk
Ward	Central

1. Recommendation

1.1 That planning permission be granted subject to conditions, as set out in section 8 of this report.

2. Site and surroundings

2.1 The site is located on the southern side of Station Road at the junction with Westland Road, close to Watford Junction Railway Station. To the rear are residential dwellings on Canterbury Road and Westland Road. Adjacent to the west of the site is an office building known as 21 Station Road. The site has a footprint of 0.2385 hectares and contains a 5 storey office building which dates from the 1970's.

2.2 The site is not within a Conservation Area and contains no heritage assets. On the north side of Station Road is Benskins House (O'Neill's Public House) which is a Grade 2 Listed Building and a two storey building at 6 Station Road which dates from 1909 and is locally listed. The site is within Special Policy Area 1 which covers Watford Town Centre. The site is also within a designated Employment Area.

3. Summary of the proposal

3.1 Proposal

To erect a new building comprised of a 13 storey, 168 room hotel comprising 6,165m² (gross internal floor area) alongside an 8 storey office building comprising 5,154m² (gross internal floor area). Parking would be provided at basement level and ground levels with modified access from Westland Road. Landscaping would be provided at ground floor level to the rear of the site adjacent to the residential uses.

3.2 Conclusion

The principle of demolishing the existing building, which is of limited architectural merit, and its replacement with a contemporary building, which provides a significant increase in quality and quantity of office floor space alongside a 168 bedroom hotel which serves the business community focussed on Clarendon Road and the surrounding employment area as well as the town centre, is considered acceptable in principle.

3.3 The proposal has been the subject of detailed pre application discussions and has been reviewed by Watford's independent Place Shaping Panel. The applicant has worked with officers in response to the conclusions of the Place Shaping Panel to improve the massing of the proposal and reduce the potential impact to neighbouring residential amenity.

3.4 The proposed building which would be finished in brick with glazing would have a high quality appearance integrating with and enlivening the public realm and enhancing the character and appearance of this prominent, highly accessible and sustainable location close to Watford Junction Railway Station and the bus interchange.

3.5 The proposal has been carefully designed to optimise the potential for the employment site whilst ensuring that amenity for occupants of surrounding residential is not unduly prejudiced.

4. Relevant policies

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

5. Relevant site history/background information

5.1 The agent sought pre-application advice prior to submitting this proposal.

5.2 The application was reviewed by Watford's independent Place Shaping Panel on 29th September 2020.

6. Main considerations

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

- (a) Principle of the use
- (b) Scale and design
- (c) Trees and landscaping
- (d) Impact on surrounding properties
- (e) Heritage assets
- (f) Transport, access and servicing
- (g) Car and cycle parking

6.2 (a) Principle of the use

The site is within the Town Centre Special Policy Area (SPA1) designated in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. The office floor space provided would be 39% larger than the existing provision. The increase in quality and quantity of office floor space is in accordance with Policy EMP1 of Watford's Core Strategy and policy E1 of the Watford District Plan.

6.3 The proposed hotel use would support the employment uses in the area, create jobs, be compatible with the office uses and would regenerate the area. Alongside this, the overall redevelopment of the site would result in an increase in employment/office floor space. For these reasons the hotel use would qualify as an exception to the preference for office uses as outlined in Policy EMP2 of Watford's Core Strategy which relates to employment land. The development would enhance Watford's role as a regional employment centre and encourage people to visit and stay in Watford.

6.4 (b) Scale and design

The proposed development achieves a high quality, functional and efficient design which is appropriate for this prominent and important site. The proposal was subject to independent design review by Watford's Place Shaping Panel in September 2020. The panel's report is attached at appendix 2. The panel supported the overall approach to the development, but suggested that a number of adjustments to ensure a high quality design. These suggestions were:

- To the massing on the west side improving the relationship between elements.

- For more articulation and fenestration to the elevation facing houses on Canterbury Road
 - To create green space to the rear courtyard and provide more trees.
 - For fewer parking spaces and relocation of cycle store
 - To relocate the refuse store
- 6.5 The proposal is for one U shaped building comprised of offices and a hotel. The office would be at the corner of Westland Road and 8 storeys high, stepping down to 4 storeys along Westland Road transitioning to the neighbouring residential development. The hotel element would be 13 storeys towards the middle of the front elevation with a lower 7-storey wing to the west which steps down from 8 to 7, 4 then 1 storey towards the rear of the site. The 8-storey office element has taller floors, therefore the 8-storey element is equivalent to 10 hotel storeys.
- 6.6 Scale and massing vary significantly in the area surrounding the site. Clarendon Road and the south side of Station Road are characterised by large individual plots containing taller office developments. The area to the rear is characterised by lower, finer grain residential development.
- 6.7 On the opposite corner of Westland Road is Junction Court, a 6-storey mixed use building which was completed in 2016. The adjoining site to the other (west) side known as 21 Station Road contains a 4- storey office building which was granted planning permission in the late 1960's. The proposed building height fronting Station Road responds to this neighbouring context by being lower at either side where it comes into closer proximity with existing neighbours, thereby avoiding overly abrupt differences in height without prejudicing future redevelopment.
- 6.8 In the vicinity of the site is the TJX Europe Headquarters building, opposite Watford Junction Railway Station, which appears as 3 distinct forms varying in height with the tallest being 12 storeys. The subject building would be of a similar height to the middle height block, which is approximately 8 metres lower than the tallest element. These new TJX Europe Headquarters were granted planning permission in 2017 and are nearing completion (application reference 17/00558/FULM).
- 6.9 On Bridle Path, opposite the subject site, behind the north side of Station Road is an 8 storey (Holiday Inn Express) hotel. Planning permission has also been granted for a 9-storey hotel at 7 – 15 Bridle Path (application reference: 16/01046/FULM) and a 14-storey mixed use building at 33 Bridle Path (application reference: 18/00409/FULM) adjacent to the railway line. At 26 to 28 Station Road on the corner of Station Road and St Albans Road planning

permission has been granted for a 7-storey mixed use building (application reference: 19/01450/FULM).

- 6.10 The proposal accords with the guidance in the Skyline SPD – Watford's Approach to Tall Buildings and is in an area where taller buildings are considered acceptable in principle.
- 6.11 The existing building is raised above ground level and accessed via steps and ramps from Station Road. The proposed ground floor level would be lowered by approximately 1 metre bringing it more broadly in line with the level of the street. Steps would still be included as Station Road rises slightly to the west. This adjusted ground level and the double height glazing at ground level to the office reception and hotel bar / restaurant would enliven the street scene and provide natural surveillance interacting well with the public realm, unlike the existing building. The car parks at ground and basement levels would also be lower at the rear boundary with the neighbouring gardens.
- 6.12 The existing building has a stepped design with protruding, recessed and cantilevered elements to both elevations which face the public realm. The proposed building lines are much clearer. The proposed building would be in line with the existing building facing Station Road. The Westland Road elevation would be brought forward slightly to align with the adjoining dwellinghouses at 4 to 10 (evens) Westland Road.
- 6.13 At ground floor level, the entrance to the offices would be at the front corner of the building with a spacious foyer reception beyond. An additional commercial unit within the foyer can be accessed either externally as a standalone unit, or internally as part of the building's accommodation. The hotel entrance faces Station Road with the hotel reception and bar / restaurant at ground level.
- 6.14 The first floor is the beginning of the main accommodation for both uses. The office consists of open plan commercial floor space, with facilities accessed from within the main circulation core. The layout and positioning of the core allows for future flexibility and possible splitting on the floor plate for either one or more tenants. The hotel is all visitor accommodation from the first level up. There are 168 rooms which include easy access and accessible rooms.
- 6.15 The fifth office storey is cut back from the south elevation and accesses an external roof terrace which is well set back from the edges of the building. A similarly set back roof terrace exists for office users at ninth floor level. The hotel has no such external roof terraces.

- 6.16 The elevational treatments take their cues from both the historic vernacular and the need to respond to the immediate context of more contemporary buildings. The building would have an identifiable top-middle-bottom hierarchy with visually lighter tops. The building would have strong, rhythmical vertical proportions with horizontal banding framing the windows. The front facing Station Road elevation would have a grounded brick framework with inset glazing.
- 6.17 The elevation facing Westland Road has been designed to transition between the employment area and the residential area to the rear with a lower four storey wing with smaller windows adjacent to the existing housing.
- 6.18 The main visible external building and west wing finish is brickwork. The office part of the building would be buff brick, taking Benskin's House (O'Neill's Public House) as a precedent. The taller hotel part would have a more contemporary light grey brick. The lower 4 storey wing to the east would be finished in render. Appropriate materials and design details will be secured by condition.
- 6.19 (c) Trees and landscaping
The site contains no protected trees. There are three existing trees on the site. To the front corner is an Ash Tree and further along Westland Road are two silver birch trees. The Ash tree is by far the most visually significant. All three trees have been identified as category B trees. The trees are within brick pits and are all growing away from the building due to a lack of light, however they are currently in good condition and vigour.
- 6.20 All three trees are would be removed as part of the proposal as the footprint of the building is proposed to be extended over the ground on which the trees are growing. Retaining these trees does compromise redevelopment of the site. Even if the building footprint was not going to extend into the areas that these trees are growing, the longevity of these trees is already compromised by the lack of available suitable rooting area in their current situations and as such despite their current condition their safe useful life expectancy is compromised. Watford Borough Council's Arboricultural officer is satisfied with the removal of these trees subject to suitable replacements being planted.
- 6.21 To compensate for this loss, the applicant has proposed a row of 6 trees within a green buffer which is to the rear of the site adjacent to numbers 7 to 15 (odds) Canterbury Road. This row of trees would act as a buffer to the adjacent residential dwellinghouses. The replacement of each tree to be

removed with two is considered acceptable. Details of all soft landscaping including trees which are of a suitable type and maturity will be secured by condition.

6.22 (d) Impact on surrounding properties

To the north and east the subject site is bound by public realm. To the west the site is adjacent to 21 Station Road which contains a 4-storey office building. This neighbouring office building is set in 4 metres from the shared boundary by an access road which leads to their rear surface parking. The proposed hotel would be set in 2.5 metres from this shared boundary, resulting in a 6.5 metre separation between the buildings. This separation between buildings on Station Road is acceptable. The hotel does contain west facing rooms. The outlook and daylight to some of these rooms may be compromised by the neighbouring building, though this is not considered unacceptable given the use as hotel rooms.

6.23 The main consideration in terms of potential impact relates to the residential properties at 7 to 15 (odds) Canterbury Road to the south and Junction Court to the east.

6.24 The rear garden boundaries of numbers 7 to 15 (odds only) Canterbury Road and the flank side boundary of 4 Westland Road adjoin the southern boundary of the subject site. These properties are all Victorian in style dating the late nineteenth century. They are two-storey in height with pitched roofs. Some of these have accommodation at loft level within forward facing dormers. The properties on Canterbury Road are orientated north to south, with their rear (north) elevation facing the rear of the proposed development. The northern side boundary of Number 4 Westland Road is a continuation of the rear boundary line of 7 to 15 (odds) Canterbury Road. Numbers 4 to 10 (evens) Westland Road are perpendicular to Station Road backing onto the side boundary of 15 Canterbury Road. Number 10 Westland Road is at the junction of Canterbury and Westland Roads.

6.25 Of the addresses referred to above, three addresses remain as single dwellinghouses. The following are not:

- 4 Westland Road has been subdivided into four flats.
- 6 Westland Road has been converted into a 7-person house in multiple occupancy.
- 8 Westland Road has been subdivided into two flats.
- 7 Canterbury Road has been subdivided into two flats.
- 11 and 13 Canterbury Road have been joined to form one large dwellinghouse.

- 6.26 A daylight/sunlight assessment following the British Research Establishment's (BRE) best practice guidance has been undertaken assessing the Vertical Sky Component (VSC) and Average Daylight Factor (ADF) to all existing residential windows within the surroundings.
- 6.27 The VSC measures the percentage of sky visible from the centre of the window. The ADF is a measure of the distribution of daylight within a room, and accounts for factors such as the size of a window in relation to the size of the room and the number of windows.
- 6.28 The BRE daylight and sunlight guidance was established in relation to a sub-urban environment. As such, the default nationwide BRE numerical criteria are based on 25-degree development angles, which are frequently inappropriate, and indeed unachievable, in urban areas. This is openly acknowledged by the BRE guide itself which advises that the guidelines be interpreted flexibly noting that "in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable". Given the urban location of the development, this report considers the VSC and ADF calculations.
- 6.29 *7 to 15 (odds) Canterbury Road*
The properties at numbers 7 to 15 Canterbury Road lie to the south of the proposed development. These properties would receive good levels of sunlight to their principal front elevations all year round with sunlight to the rear being limited and only around the summer solstice. Given this orientation the shadows cast by the proposal would be primarily northwards over Station Road.
- 6.30 Although all Victorian in style, these properties differ in proportions with some having been extended to the rear. All of these properties have two-storey outriggers. The rear gardens of these properties have a modest depth. The rear facing first floor windows to the outriggers vary from 6.4 to 10.4 metres from the rear boundary. Their first floor rear facing windows, not within the outriggers vary from 13.6 to 14.4 metres.
- 6.31 The independent Place Shaping Panel suggested adjustments be made to the massing on the west wing and the layout of the surface level area to the rear to improve the relationship between the development and these properties on Canterbury Road. In response, the agent made changes to the massing, moving volume from the rear to the front of the building and reconfigured the ground floor rear area moving the refuse store away from neighbouring property boundaries and including a 3.5 metre wide tree lined green buffer to the rear.

- 6.32 The existing office building is positioned 20 metres from the shared boundary. The 13 storey element of the proposal would be positioned 25.5 metres from the same boundary, an increased separation of 5.5 metres. The western wing of the proposed building would sit to the rear of numbers 7 and 9 Canterbury Road. This stepped wing would be 12.5 metres from the boundary at first to third floor levels and 16.1 metres at fourth to sixth floor levels. The brick finished western wing has a window at each level which would be at the end of the hotel corridor. To restrict any potential overlooking a condition requiring these windows to be obscured glazed has been agreed with the agent. The ground floor level adjoining the rear boundary would be lowered by approximately 1 metre.
- 6.33 The daylight / sunlight assessment submitted considers the effect on all 46 windows to the rear of these properties. The VSC calculations within the daylight / sunlight assessment show that there would be a reduction the percentage of sky visible from many of the rear facing windows by virtue of the height of the proposal. This would be more significant to some windows than others, though overall the average reduction in light to these windows is not considered to result in unacceptable light levels. The ADF measurement demonstrates that the actual daylight within rooms would be marginally reduced though the existing levels of light to most of these windows already falls below BRE recommendations.
- 6.34 The case officer does not dispute that the BRE 25 degree angle is not maintained and accepts that some loss of light would result to the rear of these properties, though this needs to be considered against the facts that the front elevations of these dwellings would suffer no detriment, the rear gardens are of modest depth, some rooms have more than one window, many windows to the rear are to non-habitable rooms including sideways facing windows on outriggers.
- 6.35 The relationship between the tall office buildings within the Clarendon Road / Station Road employment area and the adjoining two storey housing is sensitive and one that requires careful consideration in respect of new development proposals. In this case the applicant has made substantial amendments to the design throughout the development of the design to further mitigate any potential harm with particular regard to numbers 7 to 15 Canterbury Road. On balance the impact to these five dwellings is considered acceptable.
- 6.36 *4 to 10 Westland Road (evens)*

The properties are also all Victorian, differing in proportions with some having been extended. The northern side boundary of number 4 is in line with the rear boundaries of numbers 7 to 15 (odds) Canterbury Road. Number 4 Westland Road, which has been subdivided into 4 flats contains no side (north) facing habitable room windows. The eastern wing of the proposal adjacent to this neighbour would have the same depth as the existing building, though would be lower in height by virtue of the lowered ground level. The proposed front elevation would be brought into line with this row of houses. The proposal would cause no significant harm to light or outlook for these properties.

6.37 *Junction Court, 9 Station Road*

This 6-storey mixed use building contains 14 flats and was completed in 2016. It occupies the opposite corner of Westland Road to the east of the subject site with its windows positioned on the boundary with the public highway. As a side road Westland Road, unlike Station Road is relatively narrow at approximately 12 metres in width.

6.38 This building currently receives uncharacteristically high levels of existing daylight for a development within an urban area given the setback and height of the existing building on the subject site. This means any reasonable increase in height on the north-east corner of the subject site is unavoidably going to cause some reduction to existing daylight levels that depart from default BRE recommendations.

6.39 In terms of VSC to the windows facing Westland Road, 13 would experience daylight reductions of less than 20% their existing value, 3 experience reductions between 20% to 29%; 3 experience reductions between 30% to 39% and 21 experience reductions greater than 40%.

6.40 In terms of ADF, the actual daylight within rooms would remain acceptable, nevertheless the reduction of daylight to the majority of windows facing the subject site would be noticeable for occupants. Nevertheless the proposed building is set back 1.5 metres from its boundary with the public highway and it is key to consider that, notwithstanding whether there is a noticeable change in daylight, the retained daylight levels will continue to provide acceptable living standards to the dwellings within Junction Court.

6.41 The proposal includes two roof level terraces, one on the east wing at 5th floor level and one at 9th floor both serving the office development. These terraces are well set in from the side and rear boundaries. As such they would cause no overlooking of private gardens. A condition requiring detailed drawings of the enclosure of these terraces would ensure no overlooking.

- 6.42 The residential properties on the south side of Canterbury Road, the east side and further south along Westland Road and roads to the south would suffer no significant loss of amenity given their distance from the development.
- 6.43 (e) Heritage assets
On the north side of Station Road is Benskins House (O'Neill's Pubic House) which is a Grade 2 Listed Building and a two storey building at 6 Station Road which dates from 1909 and is locally listed. The agent has addressed the matter of heritage within their design and access statement and have provided CGI's of the development from Benskins House. These demonstrate that the redevelopment of the site would only improve the setting of these two heritage assets.
- 6.44 (f) Transport, access and servicing
The site is located in a highly accessible and sustainable location close to Watford Junction Railway Station and the bus interchange. Travel to the site by public transport is therefore possible by train (Avanti West Coast, London Northwestern, Southern and London Overground services) and numerous bus services serving north London and Hertfordshire. The site is therefore ideally situated for commuters travelling to the site to work.
- 6.45 Vehicle access to the site will remain from Westland Road which is a one way street leading out onto Station Road. The alignment of Westland Road adjacent to the site would require modification in order to create a loading bay for the development. Loading would not be possible from Station Road.
- 6.46 The detailed Transport Assessment submitted with the application demonstrates that these access and servicing arrangements are acceptable and will not have any adverse impact on Westland Road or Station Road. Hertfordshire County Council as the Highway Authority have agreed the new layout in principle. These works can be secured as part of a s.278 highways agreement.
- 6.47 (g) Car and cycle parking
The existing site includes a basement and ground level car park with 118 spaces serving the existing office building. The subject proposal proposes 85 spaces, 66 for the office and 19 for the hotel.
- 6.48 Based upon the Council's current maximum parking standards in the Watford District Plan, and the location of the site within Parking Zone 2, the maximum number of spaces allowed would be 86 for the office and around 100 for the

hotel (depending on exact staff numbers, restaurant and bar area). The provision of 85 car parking spaces is considered acceptable.

- 6.49 The proposal also includes a designated store for 40 cycles in the basement for use by the office. 6 spaces are provided to the rear of the hotel for use by staff. The cycle storage is considered acceptable. A Beryl Bike stand to the front of the building encourages users of both the office and the hotel to cycle.
- 6.50 The application is accompanied by a framework Travel Plan for the proposed development, to actively promote sustainable modes of travel to the site for employees and visitors. A detailed travel plan is required by condition and a financial payment to Hertfordshire County Council of £6,000 is required for the long term monitoring of the Travel Plan

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment
Hertfordshire Constabulary	Asked what kind of hotel this would be and noted rough sleeping in car parks in the area.
Hertfordshire County Council (Growth and Infrastructure)	No objection.
Hertfordshire County Council (Highways Authority)	Requested Road Safety Audit, swept path analysis of parking spaces and clarity on cycle parking spaces. These details were provided and no further response was received. Conditions proposed for detailed travel plan and construction management plan. Financial contribution proposed for monitoring of travel plan.
Hertfordshire County Council (Lead Local Flood Authority)	Consulted and re-consulted with additional information as requested. Objection not removed. Pre-commencement condition proposed to resolve this matter.
Thames Water	No objection.

7.2 Internal Consultees

Name of Internal Consultee	Comment
Arboricultural Officer	The Arboricultural Officer has no objection to the proposal subject to replacement trees.
Environmental Health	Requested an acoustic survey to ensure to ensure acceptable internal noise levels. Acoustic survey was provided depicting acceptable levels no further response was received.
Waste and Recycling	No response received. Commercial refuse collection required.

7.3 Interested parties

The application was consulted upon in July 2020. Following amendments the application was re-consulted upon in November 2020. All persons who were consulted originally and all persons who responded were included in the re-consultation. Letters were originally sent to 98 properties in the surrounding area. Responses in objection have been received from 39 persons at 30 addresses. 6 objected to both rounds of consultation and are included once in the 39 objectors. All persons who objected in the second consultation objected in the first round.

An online petition which required persons to enter a name, address and email attracted 255 signatures. Link: <https://chactiongroup.uk/>

The main comments raised in the objections are summarised in the table below.

Comments	Officer response
Overdevelopment / Too many hotels	The principle of the development is considered acceptable as explained in section (a) of the report.
Loss of light, privacy and overlooking to nearby residential properties opposite.	The impact to neighbouring amenity is considered acceptable. See section (c) of the report.
Height and Design.	The height and design are considered acceptable. See section (b) of the report.
The proposed increase in car parking on the site will	Car parking is reduced, vehicles cannot park in residential parking

exacerbate existing traffic problems in the area.	zones and servicing via Westland Road is considered acceptable. See sections (e) and (f) of the report.
Loss of trees.	Replacement trees would be planted. See section (g) of the report.
Impacts from construction noise and dust.	The Environmental Protection Act, the Control of Pollution Act and the Highway Act control the matters of disruption raised.
Pressure on Local services.	The hotel part of the development is CIL (Community Infrastructure Levy) liable. This levy is used to help the local authority to deliver the infrastructure needed to support development in their area.

8. Recommendation

- 8.1 That, pursuant to a planning obligation under s.106 of the Town and Country Planning Act 1990 having been completed to secure the following Heads of Terms, planning permission be granted subject to the conditions listed below:

Section 106 Heads of Terms

- i) To secure a financial payment to Hertfordshire County Council of £6,000 for the long term monitoring of the proposed Travel Plan for the site.

Conditions

1. Three Years

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. Approved Drawings and Documents

The development hereby permitted shall be carried out in accordance with the following approved drawings and documents:

- Drawing No: 17259-0200. Revision: P-00
- Drawing No: 17259-0300. Revision: P-02
- Drawing No: 17259-0301. Revision: P-00
- Drawing No: 17259-0302. Revision: P-00
- Drawing No: 17259-0303. Revision: P-00
- Drawing No: 17259-0304. Revision: P-00
- Drawing No: 17259-0305. Revision: P-00
- Drawing No: 17259-0306. Revision: P-00
- Drawing No: 17259-0307. Revision: P-00
- Drawing No: 17259-0308. Revision: P-00
- Drawing No: 17259-0309. Revision: P-00
- Drawing No: 17259-0310. Revision: P-03
- Drawing No: 17259-0311. Revision: P-03
- Drawing No: 17259-0312. Revision: P-02
- Drawing No: 17259-0313. Revision: P-01
- Drawing No: 17259-0316. Revision: P-02
- Drawing No: 17259-0317. Revision: P-02
- Drawing No: 17259-0318. Revision: P-02
- Drawing No: 17259-0319. Revision: P-01
- Drawing No: 17259-0321. Revision: P-02
- Drawing No: 17259-0322. Revision: P-02
- Drawing No: 17259-0323. Revision: P-02
- Drawing No: 17259-0324. Revision: P-02
- Drawing No: 17259-0340. Revision: P-03
- Drawing No: 17259-0341. Revision: P-03
- Drawing No: 17259-0351. Revision: P-04
- Drawing No: 17259-0352. Revision: P-03
- Drawing No: 17259-0371. Revision: P-03
- Framework Travel Plan by Transport Planning Associates. Dated: June 2020
- Transport Statement by Transport Planning Associates. Dated: June 2020
- Technical Note by Transport Planning Associates. Dated: August 2020
- Energy and Sustainability Report by Hoare Lea. Dated: 7 May 2020
- Environmental Noise Assessment by Hoare Lea. Dated: 6 May 2020

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

3. Flood Risk

No development works shall commence until the details of a surface water drainage scheme for the site have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy SD2 of the Watford Local Plan Core Strategy and Chapter 14 of the National Planning Policy Framework.

Justification for pre-commencement: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy SD2 of the Watford Local Plan Core Strategy and Chapter 14 of the National Planning Policy Framework.

4. Hard Landscaping

No part of the building shall be occupied until a detailed hard landscaping scheme for the site, including site boundary treatments, paving 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. The detailed scheme shall be based upon drawing number: 17259-0311. Revision: P-03.

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.

5. Soft Landscaping

No part of the building shall be occupied until a detailed soft landscaping scheme for the site and a landscape management and maintenance plan, has been submitted to and approved in writing by the Local Planning Authority. The detailed scheme shall be based upon drawing number: 17259-0311. Revision: P-03. The approved soft 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.

6. Loading Bay

No part of the building shall be occupied until the loading bay as shown on drawing number: 17259-0311. Revision: P-03 has been constructed and made available for use. This loading bay shall be retained as approved at all times.

Reason: To ensure that adequate servicing facilities exist for the proposed development, in accordance with saved Policies T21 and SE7 of the Watford District Plan 2000.

7. No part of the building shall be occupied until the refuse and recycling facilities shown on drawing number: 17259-0311. Revision: P-03 have been constructed and made available for use. These facilities shall be retained as approved at all times.

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

8. No part of the development shall be occupied until the cycle parking facilities shown on drawing numbers: 17259-0310. Revision: P-03 and 17259-0311. Revision: P-03 have been constructed and made available for use. These facilities shall be retained as approved at all times.

Reason: To encourage travel by cycle and to provide sustainable travel alternatives, in accordance with saved Policy T10 of the Watford District Plan 2000 and Policy T3 of the Watford Local Plan Core Strategy 2006-31.

9. No part of the development shall be occupied until a detailed Travel Plan, based upon the Hertfordshire County Council document Framework Travel Plan submitted and '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.

10. Detailed Drawings

No external facing materials shall be installed on the building until detailed design drawings of all external surfaces including brick detailing, window reveals and enclosures at roof level have been submitted to and approved in writing by the Local Planning Authority.

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

11. Materials

No external facing materials shall be installed on the building until full details of the materials to be used for all the external surfaces, including the terrace and plant enclosures at roof level, have been submitted to and approved in writing by the Local Planning Authority.

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

12. Impact Piling

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.

13. Office Use

The office units depicted at levels 1 to 7 on the approved plans shall be used for offices and for no other purpose (including any purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To protect office uses within the employment area, in accordance with Policies EMP1 and EMP2 of the Watford Local Plan Core Strategy 2006-31 and Policy E1 of the Watford District Plan 2000.

14. The south facing windows in the south facing end elevation of the western wing of the development at levels 1 to 7 on the approved plans are to be fitted with obscured glazing. The obscured glazing should be retained in perpetuity.

Reason: To protect the amenity of numbers 7 to 15 (odds) Canterbury Road in accordance with Policies UD1 and SS1 of the Watford Local Plan Core Strategy 2006-31

15. Plant Equipment

No plant or equipment that generates sound shall be installed to the development until full details and specifications of the equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the plant/equipment carried out by a suitably qualified and competent acoustic consultant to consider the potential impact on existing and future residents adjacent to the site. The details shall also include a specification of what design criteria need to be included in the specification of the plant and its mounting on the building, to minimise any potential disturbance. The assessment shall include any other appropriate noise mitigation measures. All plant and equipment shall be installed as approved and no plant or equipment shall be brought into operation until any approved mitigation measures have been installed.

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

Informatives

1. IN907 – Positive and proactive statement
2. IN909 – Street naming and numbering
3. IN910 – Building Regulations
4. IN911 – Party Wall Act
5. IN912 – Hours of Construction
6. IN913 – Community Infrastructure Levy Liability
7. IN915 – Highway Works – HCC agreement required