



**WATFORD  
BOROUGH  
COUNCIL**

# **DEVELOPMENT MANAGEMENT COMMITTEE**

**8 March 2017**

**7.30 pm**

**Town Hall**

**Publication date: 28 February 2017**

**Contact**

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Only one person will be permitted to speak on behalf of objectors and one in support of a proposal. Precedence to speak in support of the proposal will be given to the applicant or their representative.

In order to speak, a person must register before 12 noon on the day of the meeting by contacting the Democratic Services Team. The contact details are available on the front of this agenda.

If a speaker wishes the Development Management Committee to consider any documentation at the meeting, then it must be submitted to the Democratic Services Team by 12 noon on the day of the meeting.

# Committee Membership

Councillor R Martins (Chair)

Councillor S Johnson (Vice-Chair)

Councillors D Barks, S Bashir, N Bell, A Joynes, J Maestas, I Sharpe and M Watkin

## Agenda

### Part A – Open to the Public

1. **Apologies for absence/Committee membership**
2. **Disclosure of interests (if any)**
3. **Minutes**

The minutes of the Development Management Committee held on 15 February 2017 to be submitted and signed.

Copies of the minutes of this meeting are usually available seven working days following the meeting.

All minutes are available on the Council's [website](#).

### **CONDUCT OF THE MEETING**

The Committee to take items in the following order:

1. All items where people wish to speak to the Committee and have registered to do so by telephoning the Democratic Services Team.
2. Any remaining items that the Committee agrees can be determined without further debate.
3. Those applications where the Committee wishes to discuss matters in detail.
4. **Hertsmere Borough Council ref.16/2272/FUL 37, Bucks Avenue (Pages 5 - 34)**

Consultation from Hertsmere Borough Council on development adjoining the Borough:

Demolition of 37 Bucks Avenue and equestrian facility, removal of hardstanding, ménages, buildings and structures and the redevelopment of the site to include 24 dwellings (8 affordable).

**5. 16/01245/FULM Clarendon House, 33, Bridle Path (Pages 35 - 90)**

Demolition of the existing office building and erection of a mixed-use building of 4, 9 and 14 storeys incorporating office space and 41 residential flats.

**6. 15/01787/FULM 53, Clarendon Road (Pages 91 - 142)**

The redevelopment of the site to provide a mixed use development with the erection of a building up to 11 storeys, comprising office accommodation, coffee bar and 59 dwelling units (21 affordable).

<b>PART A</b>	
<b>Report of: Head of Development Management</b>	
<b>Date of committee:</b>	<b>8<sup>th</sup> March 2017</b>
<b>Site address:</b>	<b>37, Bucks Avenue, Watford</b>
<b>Reference Number :</b>	<b>Hertsmere Borough Council ref.16/2272/FUL</b>
<b>Description of Development:</b>	<p><b>Consultation from Hertsmere Borough Council on development adjoining the Borough:</b></p> <p><b>Demolition of 37 Bucks Avenue and equestrian facility, removal of hardstanding, ménages, buildings and structures and the redevelopment of the site to include 24 dwellings (including 8 affordable dwellings) comprising 2 x 1 bed and 2 x 2 bed apartments, 16 x 3 bed houses and 4 x 4 bed houses with associated parking, informal play area and open space, all to be served by modifying the existing access from Bucks Avenue/Sherwoods Road (amended scheme).</b></p>
<b>Applicant:</b>	<b>Clovercourt Fusion</b>
<b>Date Received:</b>	<b>Consultation on amended scheme received 6<sup>th</sup> February 2017</b>
<b>21 day response date:</b>	<b>27<sup>th</sup> February 2017</b>
<b>Ward:</b>	<b>Oxhey</b>

## **1.0 Introduction**

- 1.1 This report relates to a consultation received from Hertsmere Borough Council on an amended planning application for the redevelopment of the Bucks Meadow Riding School at 37, Bucks Avenue, located within their borough. Watford Council has also received a duplicate amended planning application for the same development although only the access to the site is located within Watford Borough and therefore falls under the Council’s jurisdiction as the local planning authority. All of the proposed dwellings and associated development (roads, car parking, open space, etc.) are located within Hertsmere Borough and they will determine the application for this development.
- 1.2 This consultation from Hertsmere is to seek the Council’s views on their application.

In respect of the planning application submitted to Watford, this will be the subject of a separate report to the committee and will relate only to the proposed access arrangements and associated traffic impacts arising from the proposal. As such, this report does not consider these issues and the Committee should make no reference to these matters in their response to Hertsmere.

- 1.3 This consultation follows a previous consultation in November 2015 in relation to a scheme for the development of the site for 34 dwellings. This is referenced in Section 4.0 of this report.

## **2.0 Site and surroundings**

- 2.1 The site is located almost entirely within Hertsmere Borough with its access off Bucks Avenue, at the junction with Sherwoods Road, within Watford Borough. The overall area of the site is approximately 13 hectares and comprises a dwelling, the Bucks Meadow Riding School, outdoor maneges, paddocks and extensive grazing fields extending from the site entrance to the east. The site itself is located within the Metropolitan Green Belt. The riding school closed in September 2015.

- 2.2 The site comprises a large number of existing buildings in various states of repair. The largest building on the site is an indoor manege (2 storey) with a number of other single storey buildings including stables, store buildings and other ancillary buildings. Various areas of parking and hardstanding also exist.

- 2.3 The site is adjoined to the north, west and south by the residential areas of Oxhey, with Talbot Avenue to the north, Bucks Avenue to the west and Sherwoods Road, Lawson Grove and Elm Avenue to the south. These roads are characterised by detached and semi-detached houses with detached bungalows on Lawson Grove on Elm Grove. Most of the dwellings were developed in the 1920s and 1930s as individual plots and are typical of their era. Consequently, designs and materials are very varied and include a number of mock-Tudor designs. Only those properties on Wilcot Avenue and Talbot Avenue are more uniform in their appearance. To the north-east, the site adjoins the Paddock Road Allotments site.

## **3.0 Proposed development**

- 3.1 The amended proposal involves the demolition of all existing buildings on the site and the erection of 24 dwellings, comprising 4 flats (1 and 2 bed) and 20 houses (3 and 4 bed). The flats are provided in a single block and the houses provided as detached and semi-detached houses. The block of flats is sited at the entrance to the site with the houses and their associated parking arranged in an open horseshoe shape on the outside of the internal access road, with the central area

occupied by landscaped open space. This development is located in the western corner of the overall site, adjacent to the access from Bucks Avenue and in the area of the existing buildings on the site.

- 3.2 All of the proposed buildings are two storey, with accommodation in the roofspace of some of the houses. The design approach is of suburban housing drawing on the Edwardian vernacular that is seen within the surrounding area.
- 3.3 The single access from Bucks Avenue splits into 2 spurs and serves the various parking areas serving the dwellings. Parking is provided in the form of frontage parking to the houses and small parking courts. Visitor parking is shown on the 2 spurs of the internal road.
- 3.4 The application as originally submitted in November 2016 was for 27 dwellings comprising 5 flats and 22 houses.

#### **4.0 Relevant planning history**

- 4.1 The riding school has been established on the site since the 1950s (albeit with a break in use in the 1980s, recommencing in 1991) with the indoor menage built in 1992. The existing house was built in the 1960s. The use as a riding school ceased in early 2016.
- 4.2 Hertsmere Borough Council consulted the Council on a previous application for the development of the site in November 2015:

15/1895/FUL - Demolition of 37 Bucks Avenue and equestrian facility, removal of hardstanding, ménages, buildings and structures and the redevelopment of the site to include 34 dwellings (including 12 affordable dwellings) comprising 12 x 1 bed apartments, 4 x 2 bed apartments, 10 x 3 bed houses and 8 x 4 bed houses, parking, village green with pond and play area served by modifying existing access from Bucks Avenue/Sherwoods Road. Provision of public footpaths & cycleways connecting Bucks Avenue to footpath no. 17 and ecological enhancement of land to South East of dwellings to include biodiversity enhancement, landscaping, wildflower meadows, formation of ponds and communal orchard.

- 4.3 This was considered by the Committee on 19<sup>th</sup> November 2015 and the following comments were made to Hertsmere Council:

“The Committee resolved to object to the application for the following reasons:

- 1. Across the site, the buildings extend beyond the footprint of the existing

buildings, particularly so for Plots 23-26 and 27-30. There is also a narrowing of the gaps between buildings, especially in the aforementioned plots and Plots 15-22 where the development is closest to the open area of the Green Belt. As such, the proposal compromises the openness of the Green Belt, contrary to the provisions of Section 9, paragraph 89 of the National Planning Policy Framework and Policy GI2 of the Watford Local Plan Core Strategy 2006-31.

2. Notwithstanding the similarity in volume of space in the new development compared to existing buildings, the layout, scale, height and bulk of the buildings compromises the openness of the Green Belt, contrary to the provisions of Section 9, paragraph 89 of the National Planning Policy Framework and Policy GI2 of the Watford Local Plan Core Strategy 2006-31.
3. The terraced effect of many of the buildings means that they are of a size and scale that conflicts with the character of the adjacent residential streets, consisting as it does of mainly detached and semi-detached houses. As such, the proposal is contrary to Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and the Watford Character of Area Study 2011.

“In the event that Hertsmere Borough Council is minded to grant planning permission for the application, Watford Borough Council would request that the following conditions are imposed:

1. That no part of the development shall be occupied until the existing access to Bucks Avenue has been modified and constructed in full, as shown in principle on drawing no. 150318-2D.

Reason: To ensure safe access to the site in the interests of vehicular and pedestrian users of the highway.

2. That the trees along the south-western boundary and along the north-western boundary are retained and measures installed to protect the trees during demolition and construction works.

Reason: These are an important visual amenity to adjoining residential occupiers and will help to mitigate the visual impact of the development.

3. That the first floor window in the south elevation of Unit 15 shall be obscure glazed and non-opening.

Reason: To prevent overlooking and a loss of privacy to the adjoining



property at 3, Lawson Grove.

4. The development shall provide at least 67 car parking spaces.

Reason: To prevent overspill parking on the adjoining highway on Bucks Avenue and Sherwoods Road.

“Watford Borough Council would also request that the remaining Green Belt land within the application site is secured for public access in perpetuity and that the restoration and enhancement of the land is undertaken before commencement of any development, by means of an appropriate condition or s.106 planning obligation.”

- 4.4 Hertsmere Council formally considered this application on 15 June 2016 and refused planning permission for the following reason:

*The proposal would be inappropriate development in the Green Belt, for which the harm to its openness would be from its larger scale and greater height, than the existing low key equestrian buildings, that would be unsympathetic and incompatible to its landscape setting and inhibiting views across the site to more open land to the east. The development would consequently be contrary to policies CS22 of the Core Strategy 2013, H8 (i) of the Local Plan 2003, SADM12 and SADM 27(iv) of the draft Site Allocations and Development Management Strategy 2015.*

- 4.5 This refusal was appealed and a decision on the appeal is still pending.

## **5.0 Planning policies**

Although the Committee is not determining the planning application, which Hertsmere must determine against their own Development Plan policies, the following policies of the Development Plan for Watford are relevant in the consideration of the proposal.

### **5.1 Development plan**

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

- (a) *Watford Local Plan Core Strategy 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.*

5.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.

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

- WBC1 Presumption in favour of sustainable development
- SS1 Spatial Strategy
- SD1 Sustainable Design
- SD2 Water and Wastewater
- SD3 Climate Change
- SD4 Waste
- HS1 Housing Supply and Residential Site Selection
- HS2 Housing Mix
- HS3 Affordable Housing
- T2 Location of New Development
- T3 Improving Accessibility
- T4 Transport Assessments
- INF1 Infrastructure Delivery and Planning Obligations
- UD1 Delivering High Quality Design
- GI1 Green Infrastructure
- GI2 Green Belt
- GI3 Biodiversity
- GI4 Sport and Recreation

5.4 **Watford District Plan 2000**

- SE7 Waste Storage, Recovery and Recycling in New Development
- SE27 Flood Prevention
- SE36 Replacement Trees and Hedgerows
- SE37 Protection of Trees, Woodlands and Hedgerows
- SE39 Tree and Hedgerow Provision in New Development
- SE40 Landscape Character Assessment
- T10 Cycle Parking Standards
- T21 Access and Servicing
- T22 Car Parking Standards
- T24 Residential Development
- L8 Open Space Provision in Housing Development
- L9 Children’s Play Space

CS3 Loss of Community Facilities

**5.5 Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026**

- 1A Presumption in Favour of Sustainable Development
- 2 Waste Prevention and Reduction
- 12 Sustainable Design, Construction and Demolition

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

No relevant policies.

**5.7 Supplementary Planning Documents**

The following Supplementary Planning Documents are relevant to the determination of this application, and must be taken into account as a material planning consideration.

**5.8 *Residential Design Guide***

The Residential Design Guide was adopted in July 2014. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

**5.9 *Watford Character of Area Study***

The Watford Character of area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

**5.10 *SPG10 Open Space Provision***

This guidance sets out the standards of open space provision required per thousand population as part of new developments. The guidance was adopted in October 2001 and is a material consideration in the determination of relevant planning applications.

**5.11 National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 8 Promoting healthy communities

Section 9 Protecting Green Belt land

Section 10 Meeting the challenge of climate change, flooding and coastal change

Section 11 Conserving and enhancing the natural environment

Decision taking

## **6.0 Consultations**

6.1 No neighbour notifications or technical consultations have been undertaken in respect of this consultation. All notifications, consultations and publicity relating to the application have been undertaken by Hertsmere.

6.2 For members information, in respect of the application submitted to this Council (which will be considered at a later meeting), the Council has received 59 letters of objection (47 from the immediate area and 12 from elsewhere in Watford) and 27 letters of support (7 from Watford and 20 from outside Watford).

## **7.0 Appraisal**

### **7.1 Main issues**

The main issues to be considered in respect of this proposal are:

- (a) Impacts on the Green Belt
- (b) Loss of the existing riding school as a community facility
- (c) General housing policies
- (d) Design, scale and appearance
- (e) Character of the area
- (f) Impacts on adjoining properties
- (g) Car parking provision

### **7.2 (a) Impacts on the Green Belt**

The Council's first 2 objections to the previous scheme related to the Green Belt and the impact of the proposed scheme on the openness of the Green Belt:

1. *Across the site, the buildings extend beyond the footprint of the existing buildings, particularly so for Plots 23-26 and 27-30. There is also a narrowing*

*of the gaps between buildings, especially in the aforementioned plots and Plots 15-22 where the development is closest to the open area of the Green Belt. As such, the proposal compromises the openness of the Green Belt, contrary to the provisions of Section 9, paragraph 89 of the National Planning Policy Framework and Policy GI2 of the Watford Local Plan Core Strategy 2006-31.*

2. *Notwithstanding the similarity in volume of space in the new development compared to existing buildings, the layout, scale, height and bulk of the buildings compromises the openness of the Green Belt, contrary to the provisions of Section 9, paragraph 89 of the National Planning Policy Framework and Policy GI2 of the Watford Local Plan Core Strategy 2006-31.*

- 7.2.1 The new scheme will need to be considered against national policy and these previous objections and a judgement made as to whether the revised scheme overcomes these objections.
- 7.2.2 National policy relating to development in the Green Belt is set out in paragraphs 87-89 of the NPPF. This states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (para 87). When considering any planning application, local planning authorities should ensure that substantial weight be given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations (para 88).
- 7.2.3 New buildings in Green Belt should be considered as inappropriate in the Green Belt unless the development complies with one of 6 exceptions (para 89). The only exception relevant to this application is the following:

“Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land) which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development”.
- 7.2.4 The NPPF also gives a definition of previously developed land which includes land which is occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. Various exclusions from this definition are given, including agricultural and forestry buildings and residential gardens, parks, recreation grounds and allotments.

- 7.2.5 The existing dwelling and the various buildings and areas of hardstanding and car parking associated with the riding school constitute previously developed land (brownfield land). These are clustered in the eastern corner of the site close to the existing access and occupy an area of approximately 0.7 hectare. The 3 existing outdoor ménages adjoining the buildings to the east are not considered brownfield land and are excluded from this area. The proposal is for the redevelopment of the site under the exception set out in paragraph 89 of the NPPF.
- 7.2.6 In this respect, the layout of the houses is more open than the previous scheme, which was clustered tightly within the brownfield land. This led to the objections regarding the impact on the openness of the Green Belt. In the new scheme, the western spur (backing on to Lawson Grove) is within the existing footprint of the buildings and parking areas. However, the eastern spur, which extends towards the boundary with the adjoining allotments, is partially outside of the previously developed land, and extends onto one of the grassed ménages. Eight of the proposed houses are sited outside of the brownfield land. As such, the proposal does not fall wholly within the brownfield land exception in the NPPF.
- 7.2.7 In mitigation of this, much of the existing brownfield land where the existing buildings are sited, including the large indoor riding school building, is not developed with buildings and comprises part of the access road, some car parking, landscaping and an area of landscaped open space. Whereas the existing buildings and the proposed buildings of the previous scheme are tightly clustered together, preventing views through to the Green Belt beyond, the revised scheme is very open in its layout, allowing the open nature of the Green Belt to penetrate deep into the site.
- 7.2.8 Overall, the proposal is therefore considered acceptable in principle, subject to a more detailed assessment of the impact of the development on the openness of the Green Belt and the purpose of including land within it compared to the existing development on the site.
- 7.2.9 In order to aid this assessment, the applicant has provided existing and proposed figures for building footprints and hardstanding areas and building volumes for comparison.

	Existing	
	Footprint/area (m <sup>2</sup> )	Volume (m <sup>3</sup> )
Buildings	2999	11510
Hardstanding/parking	5001	
Total	8000	11510

	Proposed	
	Footprint/area (m <sup>2</sup> )	Volume (m <sup>3</sup> )
Buildings	1795	11338
Roadway/parking	3272	
Total	5067	11338

	Comparisons		
	Existing	Proposed	Difference
Footprint/areas (m <sup>2</sup> )	8000	5067	-2933 (-36.7%)
Volume (m <sup>3</sup> )	11510	11338	-172 (-1.5%)

7.2.10 It can be seen from these figures that the volume of buildings proposed is very similar to that of the existing buildings. The area of hardstanding, car parking, roadway and footpaths is also significantly less than the existing. The form and typology of the proposed houses is different to that of the existing buildings, with the site currently dominated by the indoor riding school building. The proposed houses are more in keeping with the scale of the surrounding houses and have been designed to have a more suburban appearance, to complement the existing residential area. The layout of the site has also been designed to allow wide views across the site out into the Green Belt.

7.2.11 In conclusion on this matter, the extent of new development is not wholly confined to the agreed area of previously developed land, with some encroachment into greenfield land. However, the benefit of this is that a much more open, and less clustered, layout is achieved which results in a significant improvement in the openness of the site. The volume of new buildings is very similar to that of the existing buildings and this volume has been broken down into smaller buildings. It is not, therefore, considered that the proposed development will have any greater impact on the openness of the Green Belt, or any other purpose for including land within the Green Belt than the existing development, and consequently, will not cause harm to the Green Belt.

7.2.12 In considering the previous objections of the Committee, it is considered that the revised scheme overcomes the 2 objections relating to the openness of the Green Belt and the harm caused to it by the previous scheme.

7.3 (b) Loss of the existing riding school as a community facility

The application is accompanied by a Needs Assessment of the existing equestrian facility by a Sport England Framework Partner Company. Within Hertsmere Borough, 3 other equestrian centres are also the subject of planning applications for residential development, with one of these, in addition to the current site, having recently closed. As a result, Hertsmere and Sport England have requested the needs assessment in order to determine any impact from the closure and any perceived loss of a community facility.

7.3.1 Following consultation with various national equestrian organisations, the County Council, Hertsmere Borough Council and Sport England, it is agreed that the riding school at the site is not of strategic or regional significance (unlike other equestrian facilities in Hertsmere).

7.3.2 The report reviews the low levels of usage at the riding school in tandem with declining demand for equestrian sport, competition from and the capacity of other facilities, changes in the market and the financial circumstances of the riding school (the business has incurred significant losses in the past 5 years), and concluded that the riding school is no longer a viable business. Since the report was commenced, the riding school has closed. Although this is regrettable, the report concludes that the closure will have a minimal negative impact on the provision and delivery of equestrian sport in the local area.

7.3.3 With reference to paragraph 74 of the NPPF, this states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- i) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- ii) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- iii) the development is for alternative sports and recreation provision, the needs for which clearly outweigh the loss.

7.3.4 In this case, the report concludes that there are numerous equestrian facilities, with a comparable service offer, within a short distance from the site. There are 5 other facilities within 5 miles (2 with capacity for new users) and a further 19 within 5-12 miles of the site (9 with capacity). Given the low level of use at the time of closure (32 people per week), there is sufficient capacity locally to meet this demand. There is also no ignoring the fact that the current facility has closed after making significant losses over the past 5 years.



#### 7.4 (c) General housing policies

Policy HS1 gives criteria for the selection of new housing sites and the consideration of windfall housing sites, such as this one. In this respect, the use of the site for residential development is broadly consistent with this policy in that the majority of the site to be developed is previously developed land, the land is not at risk of flooding (Flood Zone 1), the site has reasonably good access to passenger transport (Bushey Station is 720m to the north) and the provision of the majority of the dwellings as houses (22 of the 27 units) is in general accordance with the Council's spatial strategy.

- 7.4.1 The applicant is proposing 8 units as affordable housing (33%) with a mix of 4 flats and 4 houses, which accords with Hertsmere's requirement for 35% affordable housing. The internal floorareas for the proposed dwellings meet or exceed the nationally described space standards. Overall, the proposal is considered acceptable in principle.

#### 7.5 (d) Design, scale and appearance

The design of the buildings in the previous scheme could be described loosely as a rural farmstead typology, reflecting the general design of brick and timber clad farmhouses and barns. The style drew on the precedent of the award winning development at Wall Hall near Aldenham. The scale of the buildings was single and two storey with low eaves, deep roofs and Dutch hipped, gables. The main materials proposed were a red brick and dark stained timber cladding with red multi roof tiles. The blocks of flats also incorporated large, picture windows often seen in modern barn conversions.

- 7.5.1 All of the proposed dwellings were provided as blocks of flats or terraces of 4 houses, with the exception of one pair of semi-detached houses. This led partly to the third objection of the Committee:

*The terraced effect of many of the buildings means that they are of a size and scale that conflicts with the character of the adjacent residential streets, consisting as it does of mainly detached and semi-detached houses. As such, the proposal is contrary to Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and the Watford Character of Area Study 2011.*

- 7.5.2 The revised scheme proposes a single block of 4 flats towards the entrance of the site, designed to have the appearance of a pair of semi-detached houses, 6 pairs of semi-detached houses and 8 detached houses. The design style draws heavily upon the suburban, Edwardian vernacular that is seen within the surrounding area. Materials proposed include buff London Stock brick, brown and red brick, reconstituted Portland stone, smooth render, clay roof tiles and artificial slate tiles.

7.5.3 Overall, the proposed houses are of a typology, scale and design that complement and reinforce the character and appearance of the surrounding residential area. As such, it is considered that the third objection is overcome.

7.6 (e) Character of the area

The character of the previous development and its perceived contrast with the character of the surrounding residential area also contributed to the third objection.

7.6.1 The general character of the area is of detached and semi-detached houses and bungalows, with the bungalows predominantly located on Elm Grove and Lawson Grove. With the exception of the houses on Wilcot Avenue and Talbot Avenue, which are more uniform in their style and materials, the remaining houses and bungalows are very varied in their design and materials, with an eclectic mix ranging from brown, pebbledash rendered semi-detached houses to large mock-Tudor houses.

7.6.2 The previous scheme, comprising blocks of flats and terraces of houses of a rural farmstead typology, was not considered to reflect the character of the surrounding residential area. The revised design, comprising predominantly detached and semi-detached houses is considered to complement and reinforce the character and appearance of the surrounding residential area and overcome the third objection.

7.7 (f) Impacts on adjoining properties

Several properties in Watford Borough directly adjoin the site and the potential impact on these properties needs to be assessed.

7.7.1 *1, Sherwoods Road* – This property adjoins the entrance to the site on its southern side and its side garden boundary is shared with the application site. The nearest proposed building to this property is a pair of semi-detached houses (Plots 23-24) sited in line with the rear boundary of the property. The back-to-back facing distance, albeit off-set, is 41.5m which is significantly in excess of the Council's minimum of 27.5m. Furthermore, there are only 2 windows at first floor level closest to the boundary and these are to a bedroom and a bathroom, limiting further any opportunities for overlooking. Retained trees along the boundary will also help to mitigate any oblique overlooking of the garden area. The siting of the proposed building will have no adverse impact on the outlook and natural light to no.1.

7.7.2 *35, Bucks Avenue* – This property is sited on the northern side of the site entrance and also shares its side garden boundary with the application site. A row of trees is

sited along this boundary and is to be retained. The nearest proposed building is the block of 4 flats (Plots 1-4), which is a 2 storey building. The building is sited to the south-east of the south-east facing flank elevation of no.35 which contains no windows. The rear elevation of the building is sited at an angle to the side boundary of no.35, set back 10-16m from the boundary. This set back is, for the most part, in excess of the Council's minimum guideline of 11m and any overlooking will be further mitigated by the retained row of trees. The siting of the proposed building will have no significant adverse impact on the outlook and natural light to no.35.

7.7.3 Adjacent to Plots 1-4 to the north is a pair of semi-detached houses (Plots 5-6). One of these houses faces toward the end of the garden of no.35. This is set back 12m from the boundary and also exceeds the minimum guideline distance of 11m. The siting of this building will have no significant adverse impact on the outlook and natural light to no.35.

7.7.4 *22-30, Talbot Avenue* – These properties back onto the northern boundary of the site. The nearest proposed buildings are Plots 6-10, all semi-detached houses. These houses are sited 37-47m from the rear elevations of the houses in Talbot Road. The nearest first floor windows in the proposed buildings are 12m from the boundary and existing trees will also be retained along this boundary. As such, these buildings will have no significant adverse impacts on the amenities of the houses in Talbot Avenue.

7.7.5 *1a-6, Lawson Grove* – These properties all share a rear boundary with the site and have relatively short garden depths of 5-12m. Plots 17-22 are sited adjacent to this boundary and comprise 4 detached houses (Plots 17, 18, 19 and 22) and a pair of semi-detached houses (Plots 20-21). These houses are set back 14-22m from the boundary, in excess of the Council's minimum 11m guideline. The distances between the rear elevations of these proposed houses and the existing bungalows in Lawson Grove is 28.1-29.7m. All therefore meet the minimum back-to-back distance of 27.5m in the Residential Design Guide. Any potential overlooking and loss of privacy will be largely mitigated through the retention of existing trees along the boundary, supplemented with some new tree planting. This will ensure these units will have no significant adverse impact on the amenities of these properties.

#### 7.8 (g) Car parking provision

The proposal provides 63 parking spaces for the proposed 24 dwellings, including 12 visitor spaces, a ratio of 2.62 spaces per dwelling. This provision is broken down as follows: 1 bed flats – 1.5 spaces per unit, 2 bed flats – 2 spaces per unit, 3 bed houses – 2 spaces per unit, 4 bed houses – 3 spaces per unit, and visitors – 12 spaces. This level of provision exceeds the Council's maximum standard of 53.5 spaces for the proposed development. The allocated number of spaces, 51, accords

with the Council's maximum standards. The additional provision over the maximum is in the 12 visitor spaces. However, this level of provision is considered acceptable in order to ensure no overspill parking will occur on Bucks Avenue and Sherwoods Road.

## **8.0 CONCLUSION**

- 8.1 This is a consultation from Hertsmere Borough Council on a revised application for the redevelopment of the existing Bucks Meadow Riding School. The proposal is for the redevelopment of the riding school with 24 dwellings following a previous scheme for 34 dwellings. The Committee objected to this previous scheme for 3 reasons and the application was subsequently refused by Hertsmere for 1 reason.
- 8.2 The revised scheme has been considered against national policy relating to Green Belt land, the Council's development plan policies and the objections raised against the previous scheme. It is considered that the revised scheme is in accordance with Green Belt policy and has overcome the previous objections.
- 

## **9.0 RECOMMENDATION**

That Hertsmere Borough Council be advised that Watford Borough Council has no objection to the application but would wish to see conditions imposed on any grant of permission to cover the following matters:

1. That no part of the development shall be occupied until the existing access to Bucks Avenue has been modified and constructed in full, as shown in principle on drawing no. 16-P1329-11B (Ascot Design).

Reason: To ensure safe access to the site in the interests of vehicular and pedestrian users of the highway.

2. That the trees along the south-western boundary and along the north-western boundary are retained and measures installed to protect the trees during demolition and construction works.

Reason: These are an important visual amenity to adjoining residential occupiers and will help to mitigate the visual impact of the development.

3. The development shall provide at least 60 car parking spaces.

Reason: To prevent overspill parking on the adjoining highway on Bucks Avenue and Sherwoods Road.

---

**Case Officer: Paul Baxter**

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

**Tel: 01923 278284**



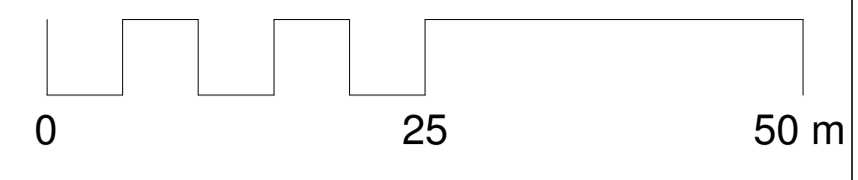












Site layout plan  
1 : 500

Rev	Description	Date
A	general revisions	27/10/2015
B	general revisions	15/12/2015
C	general revisions	27/01/2016

**Clovercourt Fusion Ltd**  
Fusion House, The Green  
Letchmere Heath, Watford, Herts  
WD25 8ER  
01923 216533

PROJECT: 37 Bucks Avenue, Bushey

TITLE: Site layout

CLIENT: Owner

SCALE (P A1) 1 : 500	PROJECT NUMBER Project Number	DATE 10/21/15
-------------------------	----------------------------------	------------------

DRAWING NUMBER  
**15 0318-19 C**





**KEY**

- PROPOSED TREES
- EXISTING TREES TO BE RETAINED
- PROPOSED INDICATIVE PLANTING
- SECTIONLINE
- BIN & SECURE CYCLE STORAGE LOCATION  
Note: ALL BINS TO BE MOVED FROM GARDENS TO HIGHWAY EDGE FOR COLLECTION.
- 1.8M HIGH TIMBER FENCE
- 1.2M HIGH POST & RAIL FENCE, PAINTED BLACK WITH PRICKLY PLANTING ROOM WIDE TO INTERNAL FACE OF REARSIDE BOUNDARIES TO DWELLINGS.
- 1.2M HIGH POCKET FENCE WITH ACCESS GATES
- APPROX. POSITION FOR 5 BAR TIMBER GATE WITH ADJACENT PEDESTRIAN ACCESS GATE
- GATE ACCESS TO REAR GARDENS

**NOTE:**

1. ALL EXISTING PLANTING & FENCING AROUND PUBLICLY ACCESSIBLE OPEN MEADOW TO BE RETAINED
2. TREES TO OPEN MEADOW TO BE RETAINED

0 1 2 3 4 5 10 15 20  
Scale 1:200

Rev:	B	Date:	26-01-17	Drawn:	Amended To Planners Comments
	A		05-12-16		Notes Added To Layout

**PLANNING ISSUE**

**ASCOT DESIGN**  
Timeless architecture

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**CLOVERCOURT FUSION**

**37 BUCKS AVENUE,  
WATFORD, WD19 4AR**

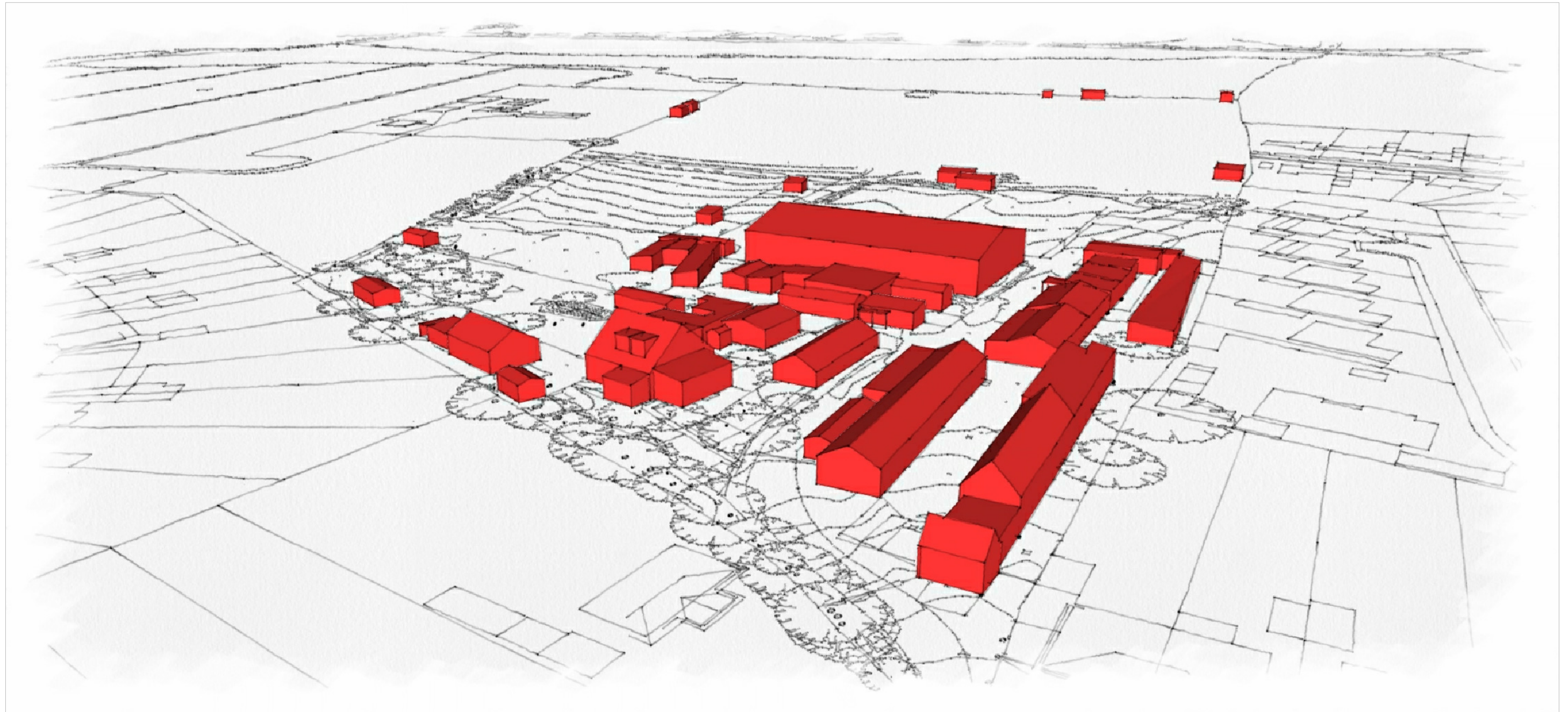
**ANNOTATED SITE PLAN**

Scale:	1:200 @ A0	Date:	OCT '16	Drawn:	CT
Drawing No:	16-P1329-11	Rev:	B		

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Page 29





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Status	Planning Issue			Rev.	A	Date	05-12-16	Detail	Existing Buildings Updated	
Client	CLOVERCOURT FUSION			DRAWING Title EXISTING BUILDING 3D VISUALISATION						
Project Title	37 BUCKS AVENUE, WATFORD, WD19 4AR			Scale.	NTS @ A3		Date	NOV '16	Drawn	CT
				DRAWING No.	16-P1329-14			Rev.	A	







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Status **Planning Issue**

Client **CLOVERCOURT FUSION**

Project Title **37 BUCKS AVENUE,  
WATFORD, WD19 4AR**

Rev.	Date	Detail
B	25-01-17	Amended To Planners Comments
A	13-12-16	Drawing Title Amended

DRAWING Title **PROPOSED BUILDING  
3D VISUALISATION**

Scale.	Date	Drawn
NTS @ A3	NOV '16	CT

DRAWING No.	Rev.
16-P1329-15	B



PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>8<sup>th</sup> March 2017</b>
Site address:	<b>Clarendon House, 33, Bridle Path</b>
Reference Number:	<b>16/01245/FULM</b>
Description of Development:	<b>Demolition of the existing office building and erection of a mixed-use building of 4, 9 and 14 storeys incorporating 1,800m of office floorspace (Class B1a) and 41 residential flats.</b>
Applicant:	<b>Clarendon House Watford Limited</b>
Date Received:	<b>9<sup>th</sup> September 2016</b>
13 week date (major):	<b>9<sup>th</sup> December 2016</b>
Ward:	<b>Central</b>

## **1.0 Site and surroundings**

1.1 The application site has an area of 0.11 hectare and is irregular in shape, sited at the northern end of Bridle Path. It has an east-west orientation with a frontage to Bridle Path at both ends due to the U-shaped layout of Bridle Path. The northern boundary of the site abuts the footpath linking St Albans Road to the west with Watford Junction Station to the east. The site is currently occupied by a 3 storey office building erected in the 1980s. The main entrance is on the western elevation with a basement car park accessed from the eastern spur of Bridle Path.

1.2 The immediate area of Bridle Path contains a variety of different commercial buildings. Immediately to the south of the site is the 8 storey Holiday Inn Express hotel. Adjoining this site, planning permission was recently granted in November 2016 for the erection of a new part 5, part 8, part 9 storey hotel. Beyond this site to the south is the 2 storey Shire House office building. On the southern side of Bridle Path, are the 2/3 storey office buildings fronting Station Road. Most of these are former detached and semi-detached residential properties that have been converted to office use over many years. To the west are the two, 4/5 storey Egale House office buildings which front St Albans Road. Finally, to the east is Benskin House occupied by The Flag public house. This is a listed building comprising the 3 storey original hotel building facing Watford Junction Station and the 2 storey former stables range fronting Station Road and extending along the eastern side of

Bridle Path.

## **2.0 Proposed development**

- 2.1 To demolish the existing office building and erect a mixed-use building on the site, varying in height from 4 and 9 storeys at its eastern end up to 14 storeys at its western end. The first 4 floors of the building will comprise 1,800m<sup>2</sup> of Class B1(a) office floorspace with the upper floors providing 41 residential flats. The main entrance to the offices and flats is from the western spur of Bridle Path. A secondary entrance to the offices is at the eastern end of the building.
- 2.2 The building will occupy virtually the whole of the site and there will be no on-site car parking provision. Although there is an existing 19 space car park within the site, this is currently used by the Holiday Inn Express (also in the ownership of the applicants) and this situation will remain.

## **3.0 Relevant planning history**

- 3.1 The following planning history is relevant to this application:

14/01324/FULM – Demolition of existing office building, filling of underground car park and development of residential tower of 15 and 8 storeys incorporating 75 residential apartments and ground floor commercial unit with customer parking. Application withdrawn May 2016.

## **4.0 Planning policies**

### **Development plan**

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

- (a) *Watford Local Plan Core Strategy 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*.

- 4.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in

decision making on planning applications. The following policies are relevant to this application.

4.3 The *Watford Local Plan Part 2: Publication Version* was published in July 2016. This has been subject to 3 rounds of public consultation – Nov-Dec 2013, Dec 2014-Feb 2015 and Dec 2015-Feb 2016. It contains development management policies and site allocations. The emerging policies and site allocations in this document can be given limited weight at this time.

4.4 **Watford Local Plan 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
HS1	Housing Supply and Residential Site Selection
HS2	Housing Mix
HS3	Affordable Housing
EMP1	Economic Development
EMP2	Employment Land
T2	Location of New Development
INF1	Infrastructure Delivery and Planning Obligations
UD1	Delivering High Quality Design
UD2	Built heritage Conservation

4.5 **Watford District Plan 2000**

SE7	Waste Storage, Recovery and Recycling in New Development
SE22	Noise
SE24	Unstable and Contaminated Land
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
E1	Employment Areas

4.6 **Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026**

1A	Presumption in Favour of Sustainable Development
2	Waste Prevention and Reduction
12	Sustainable Design, Construction and Demolition

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

No relevant policies.

4.8 **Supplementary Planning Documents**

The following Supplementary Planning Documents are relevant to the determination of this application, and must be taken into account as a material planning consideration.

4.9 *Residential Design Guide*

The Residential Design Guide was adopted in July 2014. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

4.10 *Watford Character of Area Study*

The Watford Character of Area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.11 *Skyline: Watford's Approach to Taller Buildings*

This was adopted in March 2016 and aims to give further policy provision to Policy UD1 of the Core Strategy in respect of taller buildings. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.12 **National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 2 Ensuring the vitality of town centres

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 10 Meeting the challenge of climate change, flooding and coastal change  
 Section 12 Conserving and enhancing the historic environment  
 Decision taking

## 5.0 Consultations

### 5.1 Neighbour consultations

Letters were sent to 48 properties in Bridle Path, Station Road and St Albans Road.

### 5.2 The following is a summary of the representations that have been received:

Number of original notifications:	48
Number of objections:	5
Number in support:	0
Number of representations:	0
TOTAL REPRESENTATIONS:	5

The points that have been raised are summarised and considered in the table below.

Representations	Officer's response
Scale of development is much larger than surrounding buildings. Excessive height.	The site is within an area where taller buildings are considered acceptable in principle.
No car parking provision will add to existing parking problems. Unrealistic to assume no-one will travel to the site by car or that occupiers will not own cars.	The site is a short distance from Watford Junction Station and its bus interchange. It is in a highly accessible and sustainable location where car free development is appropriate and acceptable in principle.
Unauthorised use of adjoining parking spaces by existing hotel guests.	This is a private management issue.
Disruption during construction works. Limited access for construction vehicles. Potential for noise and dust.	Construction impacts are covered by environmental protection legislation and are not material to the determination of the application.
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.

Site should be developed for offices. Article 4 Direction applies.	The Article 4 Direction only prevents existing offices from being converted to residential use under permitted development regulations. The provision of a mixed-use building including residential use is considered in the report.
Increased traffic on Station Road at peak times.	As the development is car-free, no additional traffic will be generated.
Very depressing design.	Design is considered in the report.

### 5.3 Statutory publicity

The application was publicised by 3 site notices posted on 20 September 2016 and by advertisement in the Watford Observer published on 23 September 2016. The site notice period expired on 14 October 2016 and the newspaper advertisement period expired on 14 October 2016.

### 5.4 Technical consultations

The following responses have been received from technical consultees:

#### 5.4.1 Hertfordshire County Council (Highway Authority)

*The application was accompanied by a Transport Assessment. and additional information following original queries from HCC.. This information included confirmation that the existing 19 parking spaces (which are included within the red line of the application site but are not part of the application proposal) are used and managed by the Holiday Inn Express and this situation will remain unchanged. It was also confirmed that 3 disabled parking spaces are provided at the end of Bridle Path within the public highway and these will remain available for use by employees and visitors.*

*Summary extracts from HCC's final response are as follows:*

Hertfordshire County Council (HCC) as Highway Authority does not wish to raise an objection to the principle of development on the site.

A planning statement and Transport Statement accompanied the planning submission. A Transport Summary and additional information has subsequently been submitted to address highway related issues.

#### Trip Generation

A vehicular trip generation profile was provided within the original Transport Statement. However, this information only considered vehicular trips and a multimodal assessment was requested. This assessment is appropriate and



demonstrates that the proposals will not have a significant impact on the highway network.

#### Junction Assessment

The revised trip generation assessment demonstrates that the proposals will not generate significant vehicular trips. On this basis, HCC does not require additional junction modelling.

#### Highway Safety

At the request of HCC an updated assessment of the collision data has been provided and there is no pattern related to the reported collisions. The additional trips associated with the development have been confirmed and are not anticipated to have a detrimental impact on the operation or safety of the highway network.

#### Access

The Transport Summary has confirmed that there will be no car parking provision provided at the site and therefore no requirement for a separate vehicular access. Access to the site will be retained in its current format. HCC considers that this approach is acceptable. Pedestrian and cycle access is proposed from Bridle Path from the eastern and western site frontages, this arrangement is again acceptable.

#### Refuse and Service Arrangements

The applicant as part of the Transport Summary has confirmed that refuse collection is currently undertaken off site from the public highway and it is proposed to retain this arrangement. A swept path assessment has been provided to demonstrate a refuse vehicle accessing and egressing the site. HCC considers the arrangement is acceptable.

#### Travel Plan

HCC have consulted the Sustainable Travel Team and they have reviewed the proposed development and Transport Statement they have provided the following response;

The travel plan statement is broadly appropriate, but we would expect inclusion of the following additional measures before we could recommend approval to the local planning authority. The Travel Plan is provided here as part of the Transport Statement and whilst a Travel Plan would not be required for the residential element, the office development is large enough to require one. HCC will however accept that monitoring is not necessary given the potential trip generation. Whilst cycle parking is to be provided for the residential element, there does not appear to be any dedicated cycle parking for the office which could be

considered. Other measures could also be considered for the office development e.g. showers/changing facilities to encourage cycling. We would require details of the Travel Plan co-ordinator when appointed including the name/contact details etc.

The application has been assessed with regards to the safety and operation of the highway network and HCC confirms that they are satisfied that the proposals will not have a detrimental impact.

#### 5.4.2 Hertfordshire County Council (Lead Local Flood Authority)

Following a review of the Flood Risk Assessment carried out by JMP reference nw91602-FRA-01 dated July 2016, we can confirm that we Hertfordshire County Council as the Lead Local Flood Authority are now in a position to remove our objection on flood risk grounds.

The drainage strategy is based upon attenuation and discharge into Thames Water's surface water sewer. We acknowledge that Thames Water have been contacted and have confirmed that they are satisfied in principle with rates proposed. We note surface water calculations have been updated and ensure that the drainage strategy caters for all rainfall events upto and including 1 in 100 plus 40% for climate change.

We therefore recommend the following conditions to the LPA should planning permission be granted.

##### Condition 1:

The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by JMP reference nw91602-FRA-01 dated July 2016 and the following mitigation measures detailed within the FRA:

1. 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.
2. Undertake the drainage as indicated on drawing titled 'Conceptual Drainage Plan' reference NW91602-DR-02.
3. Implement appropriate drainage strategy based on attenuation and discharge into Thames surface water sewer.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in

writing, by the local planning authority.

Reason:

1. To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future occupants.

Condition 2:

No development shall take place until a detailed surface water drainage scheme for the site based on the approved Drainage strategy 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.

1. Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
2. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason:

To prevent the increased risk of flooding, both on and off site.

#### 5.4.3 Thames Water

Waste Comments - Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage.

No 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 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. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

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

#### 5.4.4 Crime Prevention Design Advisor

Has raised a number of concerns that may add to crime and anti-social behaviour in the area. The comments are included below with corresponding comments from the planning officer in square brackets [ ].

Sub Station: There is currently a sub-station on site which if left should be included within the ground floor plans of the 'small office' plan. What is happening to this sub-station? Has this sub-station been taken into account?

*[The sub-station has now been relocated to the ground floor of the building].*

Footpath between the proposed building and railway line: On the ground floor plan part of the length of this building has protective planting against it next to the public footpath, yet for half the length of the building there is nothing. Where there is no protective planting there should be cobbles or other rough surface treatment to provide some stand off from the proposed building. The current building suffers graffiti and damage along this elevation.

*[A hard and soft landscaping scheme can be secured by condition to address this issue, in the event of planning permission being granted].*

Car Park:

i) The 19 x car parking spaces shown on the proposed site plan are currently used by the Holiday Inn hotel next door. The applicant does not say what is happening to their car parking and if their needs are being addressed?

*[This parking is to remain for the use of the hotel].*

ii) The planning statement says that this 19 x space car park will be for the office use. How will they stop residents or the Holiday Inn hotel from using this space and who will police the parking as it is private land? How will this function?

*[This parking is to remain for the use of the hotel].*

- iii) There is a through route through the car park which continues between the proposed new building and the Holiday Inn Hotel. This through route will adversely affect the security for vehicles parked in this area. How will the applicants address this issue?

*[This route has been closed off with gates and a wall to ensure it is secure].*

Through route (alleyway) between the proposed new building and the Holiday Inn Hotel and rear car park off Bridle Path:

- i) There is no access control along this route and so is open to all to use. This through route has a right angle along it that prevents natural surveillance along its length and therefore provides a hiding area for offenders to cause anti-social behaviour, commit crime, provide easy escape route, assist drug dealing, etc. Natural surveillance from an office during the day will not make it safer for overnight and weekends. Reference is made within section 3.4 of the Transport Statement that there will be some external lighting and CCTV. These measures alone will not make this area safe.

*[This route has been closed off with gates and a wall to ensure it is secure].*

- ii) There is shown cycle parking at 'Sheffield' hoops along this alleyway. Where is the weather protection and the supervised cycle park, as there appears none? What is the long term use if for visitors? How will this function?

*[A total of 58 cycle spaces are now shown in double racks. Details of these and appropriate weather protection can be secured by condition in the event of planning permission being granted].*

- iii) I would prefer to see this alleyway closed off with full height gates with access control, if it is kept in this form.

*[This route has been closed off with gates and a wall to ensure it is secure].*

Residential security and crime prevention:

- i) Postal delivery: What is planned for the postal delivery so as to deter theft from the post boxes and where will they be placed and how will the Post Office be able to make deliveries? How will this function?

*[This is a matter of detailed design but it intended that the post boxes will be internal and secure].*

- ii) Waste bin area: This waste bin room appears to be shared with the office use of the site? How will the doors be secured to prevent rough sleepers and drug dealing etc taking place inside.

*[This is a matter of detailed design but it is intended that the bin store will be secure with controlled access].*

#### 5.4.5 Urban Design and Conservation Manager

- i) Policy Observations

The site falls within the Clarendon Road, Station Road and Bridle Path Office Area and as such Policy EMP5 of the emerging Local Plan Part 2 is relevant. As this policy has now reached Publication stage, without any soundness objections, the policy should be afforded some weight.

Policy EMP5 requires that development in this area should deliver additional modern, high quality B1a and B1B office floorspace to meet the needs of existing businesses and growth sectors. The proposal delivers an uplift in both quantity and quality of office floorspace in this location, which is supported.

The policy also provides for an element of small scale supporting uses where these add to the vitality and viability of the office area.

The adopted Core Strategy also identifies the Clarendon Road area (including Bridle Path) as a key office location.

Policy does not identify this as a location for residential use. However, we do recognise that there is a continuing demand for additional housing within the borough and, so long as it is well designed and integrated and does not undermine the key employment role of the area a residential element is acceptable in this location with good access to the town centre and rail station. Given this site is on the edge of the area and adjacent to a hotel, the residential use may fit better here than in other parts of the employment area. I have not examined the viability statement so make no comment on whether the quantity proposed is required in terms of viability.

It is extremely disappointing to see that no affordable housing is included, given the high requirement for such housing in Watford. A figure of £150,000 towards off site provision seems unfeasibly small for such a scheme, and it is difficult to see how this would comply with Policy HS3 or provide any meaningful contribution towards current needs.

#### ii) Heritage

The applicant has submitted a heritage statement which comprehensively assesses the impact of the proposed building on heritage assets within a 500m area of the site. The setting of two conservation areas and 5 listed buildings is assessed along with reference to locally listed buildings as non-designated assets. There is no direct impact on any heritage assets, any harm is to the settings and views from the conservation areas. As stated in the heritage statement where setting is concerned the questions to ask are:

- Does the setting in question contribute to the significance of the listed

- building or conservation area?
- Is harm caused to that significance?
- Is the harm substantial or less than substantial?

The statement concludes that harm is caused in some cases to the setting; in particular to the wider setting of Benskins House and the clear roofline currently seen will not be clear if the proposed scheme goes ahead. The statement assesses this as less than substantial harm and thus para 134 of the NPPF is applicable. I would agree that the harm exists and that it is less than substantial. Para 134 of the NPPF requires us to consider this harm in the light of any public benefits of the proposal and make a balanced decision.

So the question is “is the harm justified by the public benefits of the proposed scheme?”

Benefits include:

- Additional office space and replacement of existing with Grade A space in line with policy objectives for improved office space (1800 sq m in total) – see discussion above.
- Provision of additional residential units - but no affordable and the contribution proposed for off-site provision is discussed above.
- Proposed improvement to public realm - not satisfied that this is the case as there are some issues which should require resolving – see discussion below
- Provision of high quality design – see discussion below.

Before providing a conclusion on this, comments on the layout and design should be considered.

### iii) Building Layout and Design

#### a) Layout

Generally efforts have been made to provide active frontage to the public realm on this awkward shaped site. However, there are some areas which could be improved upon before this scheme can be said to meet the standards expected for tall buildings. The areas of concern are:

Cycle storage: there are concerns regarding the location, size and type of cycle storage proposed. It is considered that the location tucked away at the rear of the hotel and cut off from public view is not attractive to potential users of either the residential units or office space. It would be better to locate cycle storage closer to the entrance of the building – possible between the Holiday Inn and the proposed building in the space which currently has no defined use. The width of the space as shown is not really sufficient to allow a walkway and manoeuvring space into and out of the cycle racks; our emerging guidance suggests that a cycle will take up

approximately 2m and then a width of 1.1m is needed as an aisle (3.1m).

An additional point regarding cycle provision is that there are no shower facilities within the office area for workers to use if they have cycled to work – lockers should also be provided in a safe and convenient location.

Residential cycle provision: the emerging SPD sets out the following advice when providing cycle storage for residential developments. The proposed scheme does not follow this guidance and whilst it is not adopted yet it does provide sensible advice based on good practice in urban locations where opportunities for car ownership are limited and where cycling is being encouraged. The applicant should aim to follow the principles set out below or justify why they have deviated. In this case it should be possible to provide decent storage either next to the building by the Holiday Inn or within the footprint in the basement area where the lift could be used to access the area or possibly a small separate entrance for cycle users created.

Planting areas along the edge to Bridle Path – I am not convinced that this is the best treatment here and will run the risk of becoming an area for rubbish to collect. It also reduces the amount of passive surveillance of this area from the office space distancing the path users from the building here. There are no entrances to the building from Bridle Path which further reduces the active nature of the path.

Bridle Path is an important route and this scheme presents opportunities to improve the quality of the route. Whilst the land is not within the ownership of the applicant, I would expect some financial contribution towards enhancing this route which will be used by residents and office workers. This could include better lighting; improved surface materials, review of whether some appropriate street trees could be accommodated – possibly instead of the proposed low level planting.

The space between the Holiday Inn and the proposed scheme is of concern as there is no proposed use or hard surfacing set out in the material submitted. This is clearly a vulnerable space and should be managed properly by the applicants to ensure it does not become a problem area in the future once the offices are empty for the evening.

It is a shame that the car parking is retained without much evidence of improvement in the form of decent tree planting and hard surfacing. Without this it will continue to be a weak part of the frontage here.

Conclusions regarding layout - At present there are some issues which could be overcome with some further work which should not affect the overall building



design too much.

#### b) Building Design

We have noticed that the configuration of the duplex units on the 12/13<sup>th</sup> floors will result in bedroom spaces which have very limited opportunity for proper storage areas. Furthermore the spiral staircases which could be features of the open plan living areas are walled off creating odd shaped hall areas. It seems that there is a considerable amount of corridor and circulation space in these units which could be put to better use and enhance the quality of the living environment for future residents.

#### General comments on the design:

- The balance of the elevations works; there is a strong base, a middle and a top section which holds together well. The scale, form and massing is acceptable but I consider that the interface between the ground floor and the public areas could be improved as suggested above.
- The building generally has good vertical emphasis – I would prefer the windows to be more vertical in shape but generally they will be seen obliquely so this may not be critical.
- The balcony form is projecting and care will be needed to ensure that as the height increases these will be usable – no information regarding microclimate was submitted. Generally recessed balconies are preferred as this offers greater protection and privacy for users.
- There is no specified large item storage provision in the proposed scheme – this would be most helpful for the future residents and could be accommodated in the basement or within the circulation areas on each floor.
- Normally we would expect diagrams showing shadowing effects onto surrounding area – it would be useful to have these.
- The proposed building will have some roof terraces which will provide some limited amenity area for residents on site which is important as the nearest open space is Cassiobury Park or the Colne Valley green spaces to the south.
- I would expect to see more information on hard and soft landscaping at this stage given the scale of the development.
- No information on lighting has been provided both in terms of the public realm areas or to show how the building may be lit to reveal its design strengths.

In conclusion, the building design has some strong points but is short on details and there are some layout issues which need to be dealt with. On this basis at this stage it is considered that it does not meet the quality requirements set out in the adopted Skyline Supplementary Planning Document or the requirements within the NPPF and the Local Plan Part 1 Core Strategy for good quality design. This makes it

difficult to justify in terms of the heritage impact as well.

Conditions will be required for all the materials – brick is acceptable and the buff colour shown acceptable in principle subject to samples. More detail will be required regarding the design of reveals, brick details for columns/piers – is there a texture/pattern here and should there be? Details of balconies will be required along with parapet details.

On balance, there are issues with the scheme which suggest it is not yet ready for approval. They are resolvable so should be pursued.

## **6.0 Appraisal**

### **6.1 Main issues**

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

- (a) Principle of the proposed uses.
- (b) Scale and design.
- (c) Quality of residential accommodation.
- (d) Affordable housing provision.
- (e) Impacts on surrounding properties.
- (f) Impacts on heritage assets.
- (g) Access and servicing.
- (h) Flood risk and drainage.

### **6.2 (a) Principle of the proposed uses**

The site is within the wider Town Centre SPA in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. The Core Strategy sets out the requirement for the provision of at least 7000 new jobs by 2031 to meet strategic objectives and maintain Watford's role as a regional employment centre.

- 6.2.1 The GVA Employment Study 2010 (forming part of the evidence base for the Core Strategy) identified potential demand for up to 90,000m<sup>2</sup> of B1a office floorspace to 2031. Even if all existing vacant floorspace was taken up, there would still be a demand for 34,600m<sup>2</sup> of new floorspace. This study also highlighted the fact that the quality of floorspace is equally important as the quantity. Clarendon Road/Station Road is identified as needing improvement in the quality of stock to compete effectively and attract occupiers. It is important to have not only the right quality and quantity of floorspace but also the right type of space to meet the future employment needs of the Borough and generate new jobs. As a regional

centre, it is important that Watford remains an employment destination and does not become merely a commuter town.

- 6.2.2 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. It also predicts a significant shortfall of employment floorspace, in the order of 164,000m<sup>2</sup> to 215,000m<sup>2</sup>, a significant proportion of which will need to be in the form of office floorspace. Even allowing for some adjustment and refinement of these figures, these figures are a magnitude greater than that planned for in the Core Strategy.
- 6.2.3 Emerging Policy EMP5 of the Local Plan Part 2 states that development within the Clarendon Road, Station Road and Bridle Path office area should deliver modern, high quality Class B1a and B1b office floorspace to meet these identified needs. However, it also states that an element of small scale supporting uses (such as coffee shops, conference facilities, gyms and crèches) will be supported where these add to the vitality and viability of the office area. This policy does not consider residential use to be acceptable within the employment area.
- 6.2.4 The proposed office element of the scheme is in accordance with policy and will almost double the amount of office floorspace on the site (existing to be demolished 954m<sup>2</sup>, proposed 1800m<sup>2</sup>, an increase of 846m<sup>2</sup>). This will also provide modern, high quality floorspace to replace the existing, lower quality floorspace. This is welcomed. The proposed residential element, however, is not in accordance with policy. In this case, there are a number of factors that support a mixed-use scheme incorporating residential use on this site:
- i) The site is not on Clarendon Road or Station Road but is set back at the end of Bridle Path.
  - ii) The site is at the very edge of the employment area and is not highly visible.
  - iii) The site is relatively small and irregular in shape and so is less suited to a larger, corporate occupier but more to smaller companies.
- 6.2.5 It is also recognised that, in addition to the need to deliver an increase in the quantity and quality of office floorspace, there is also a growing need to deliver more housing. Given the highly accessible and sustainable location of the site adjacent to Watford Junction Station and a short walk to the town centre, this is an ideal location for car-free residential development.
- 6.2.6 Having regard to these various factors, a mixed-use office and residential scheme

that delivers increased, high quality office floorspace and new housing, is considered acceptable on this site.

### 6.3 (b) Scale and design

The site is located within Character Area 30B in the Watford Character of Area Study. This area is of mixed character but dominated by large scale commercial buildings of 4 -9 storeys high. Adjoining the site is the 8 storey Holiday Inn Express. To the west, fronting St Albans Road, are the two 4 storey Egale office buildings. A short distance to the east is the 9 storey Iveco House building above Watford Junction Station. The proposed building will be sited immediately adjacent to the Holiday Inn Express.

6.3.1 Emerging Policy TB1 of the Local Plan Part 2 relates to the location of taller buildings. Certain locations, including Clarendon Road, which benefit from good public transport accessibility, are identified as areas where taller buildings could be located. Although not within Clarendon Road itself, the site is within the designated employment area. It is also sited adjacent to the main railway line and the Watford Junction Special Policy Area which is designated for high density, mixed-use development incorporating several tall buildings over 10 storeys in height. As such, a taller building would be considered acceptable in principle in this location. In the context of the surrounding buildings, the proposed building will sit comfortably alongside the existing buildings without appearing unduly prominent from the surrounding roads.

6.3.2 In terms of design and appearance, negotiations during the pre-application process have focussed on improving the quality of the design. The use of good quality facing brick as the main treatment is also been sought. The building follows several good design principles for a tall building; it demonstrates a strong base (the 4 storeys of office), a well articulated middle (8 storeys) and a clearly defined top (the top 2 storeys displaying a different fenestration and treatment). The building also steps back from east to west to add further definition to these elements of the building whilst at the same time reducing the bulk of the building and avoiding a 'slab-like' appearance. Overall, it is considered that the proposed design is acceptable and appropriate to its setting and will be a high quality addition to the locality.

6.3.3 It is noted that the Council's Urban Design and Conservation Manager considers that the design of the development could be further improved and expresses some concerns regarding the internal layout of the duplex units and the way in which the building addresses the public realm. The former is a matter of detail which does not impact the external appearance of the building and could well be changed when more detailed drawings are prepared for construction. The latter issue of the relationship to the public realm is a difficult one to address in this case as the site is

relatively small and there is consequently very little opportunity to improve the building's relationship to, or enhance, the public realm.

#### 6.4 (c) Quality of residential accommodation

The proposal provides a mix of 1 bedroom (2 person), 2 bedroom (3 person) and 2 bedroom duplex (4 person) units. All meet the minimum floorspace standards set out in the nationally described space standard, with the exception of one of the 2 bedroom (3 person) units which has a shortfall of 2.7m<sup>2</sup>.

6.4.1 All of the units are dual aspect (a few on the upper floors are triple aspect) and all will have good levels of outlook, privacy and daylight generally. The majority will also receive good levels of sunlight to all rooms. Some of the 1 bedroom flats on floors 4-7 will have a more limited level of amenity due to the bedroom windows facing towards the flank elevation of the Holiday Inn Express to the south (at a distance of 4.5m) and consequently having more limited outlook and daylight, and the living rooms facing north-east and thereby received more limited levels of sunlight. Some units with slightly lower levels of amenity are inevitable in high density urban schemes of this nature, particularly on more constrained sites. However, overall, it is considered the development will provide good quality accommodation.

6.4.2 The majority of the units will have private balconies of approximately 3.8-4.3m<sup>2</sup>. Some on the upper floors will have larger private terraces and a communal roof garden of approximately 52m<sup>2</sup> is provided at 9<sup>th</sup> floor level. This is east facing and will receive good levels of sunlight.

6.4.3 The site is located adjacent to the West Coast Mainline railway. Passenger and freight trains using the railway throughout the day and night have been identified as a significant source of noise to the proposed flats. In order to mitigate the impacts of this noise and to achieve good internal noise levels in accordance with BS 8233 (2014), noise attenuation measures will need to be incorporated comprising acoustic double glazing and acoustic trickle vents. Furthermore, in order to enable rapid ventilation to take place without the need to open windows, mechanical ventilation should also be provided. These measures can be secured by condition.

#### 6.5 (d) Affordable housing provision

Policy HS3 of the Core Strategy requires a 35% provision of affordable housing in all schemes of 10 units or more. In the case of the proposal, for 41 units, this would require the provision of 14 affordable units. This provision should have a tenure mix of 65% affordable rent, 20% social rent and 15% intermediate tenures. Only in exceptional circumstances will a lower level of provision be considered through

submission of a development viability assessment.

6.5.1 A viability assessment has been submitted in this case and has been the subject of detailed review by external consultants on behalf of the Council with negotiations carried out over a period of 4 months. The applicant's position is that it is not viable for the development to provide any affordable housing, either on-site or in the form of a financial contribution.. The final advice from the Council's consultants is that it is viable for the development to make a contribution of £368,000. This is still considered very low by your officers but is all the Council can justifiably seek based on the advice of the Council's consultants. Following further negotiations, the applicant has agreed to make this contribution, to be secured through a s.106 planning obligation.

6.5.2 Policy HS3 does not refer to financial payments in lieu of on-site provision, which is the preferred and most appropriate form of provision. However, in this case, it is considered that the financial payments offered would be the best option for meeting urgent housing need as it could be used by the Council in its joint venture partnership with Watford Community Housing Trust to directly deliver affordable housing of the size and tenure required. One immediate option is on land at Croxley View. For this reason, the financial contribution is considered the option that should be accepted in this case.

6.6 (e) Impacts on surrounding properties

All of the surrounding properties are in commercial use, either as offices or a hotel. As such, the levels of outlook, privacy and natural light are not considered as important as for residential properties. Whilst the proposed building will be directly opposite the Egale 1 office building, it will be sited 21m away and due east of this building and will not have any significant adverse impact on this property.

6.7 (f) Impacts on heritage assets

There are no heritage assets on the application site or immediately adjoining the site, but the site is close to the listed building of Benskin House to the south-east. This has a grade II listing and comprises the 3 storey former hotel building facing Watford Junction station and the 2 storey former stables range fronting Station Road (occupied by The Flag PH) and extending along Bridle Path to the rear, although the listing description refers only to the 3 storey former hotel building. The site also includes an open car park at the rear, accessed off Bridle Path, opposite the eastern end of the application site.

6.7.1 The closest part of the proposed building to the listed building is the 4 storey element at the eastern end of the building. This is sited 48m from the 2 storey stable block at its closest point. The taller, 9 storey element of the building is sited

64m from the stable block and 110m from the 3 storey Benskin House. It will face towards the northern end of the open rear car park. As such, the proposed building will not directly impact the immediate setting of the listed building but will be seen within the wider setting of Benskin House. The stable block is the less important part of the listed building and is not referred to in the listing description. Its setting and context is very different to that of the main 3 storey building.

6.7.2 Views of the main Benskin House building are principally from Station Road, its junction with Clarendon Road and from Woodford Road to the south and south-east. In each of these views, the listed building is seen in the context of taller buildings. To the front, adjacent to the building, is the Iveco House building sited above Watford Junction station. It is part 6 storeys, part 9 storeys in height with a large plant room, and visually dominates the junction of Clarendon Road and Station Road. To the rear, the taller buildings of the Holiday Inn Express and Egale House form the backdrop to views of the listed building.

6.7.3 In relation to the matters raised with regard to impacts on the listed building, it is important to consider the public benefit as a whole. The proposed development falls within an area which is critical to the Council's wider strategy to regenerate the station surroundings and main employment area. These current policy aspirations will deliver significant benefits to the borough in terms of providing jobs, homes and a quality built environment and will inevitably result in a change to the skyline which provides a backdrop to the listed building.

6.7.4 It should also be recognised that it is a common scenario for a listed building in a highly urban area to have a backdrop of other structures (indeed it is unusual for such a building to have a backdrop of clear sky) and such arrangements are common across cities and towns country wide. While the proposal will change the backdrop of the listed building from certain viewpoints, it is not considered this will have an unacceptable impact on the value of this heritage asset which would maintain its integrity, quality and relationship with the station. A change to the backdrop of a listed building in such an urban location is considered to be inevitable and the wider benefits of providing regeneration are considered to outweigh any harm in this regard.

6.7.5 For the above reasons, it is considered that a correct balance of planning considerations in respect of the listed building lies in favour of granting permission for this development.

6.8 (g) Access and servicing

The site is in a highly accessible location with Watford Junction station and its associated bus interchange located just 130m to the east. This gives access to a

wide range of rail and bus services. Further bus services are accessible within the town centre located 800m 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 and the small site area, the development is proposed to be car-free. This is acceptable in this location. A travel plan statement has been submitted as part of the Transport Statement. Whilst no travel plan will be required for the residential element, one should be required for the office element. This should be based on Hertfordshire County Council's Travel Plan Guidance in order to promote sustainable modes of travel to the site. This can be secured by condition.

6.8.1 The existing site has one vehicular access point from Bridle Path at its eastern end leading to the basement car park. This will be closed off as part of the development. At the western end of the site, the public highway currently abuts the site boundary. Servicing of the existing office building currently takes place directly from the public highway in front of the site. This will remain unchanged. As the site is at the end of the western spur, any servicing vehicle parked for a short period of time within this part of the highway will not give rise to any obstruction or inconvenience to other highway users.

6.8.2 An integral bin store is incorporated into the building at its western end. Tracking diagrams for a refuse vehicle have been included in the Transport Statement to demonstrate that a vehicle can enter and leave this spur of Bridle Path, enabling refuse collection to take place.

#### 6.9 (h) Flood risk and drainage

The site is within Flood Zone 1 with minimal risk of flooding from all sources. It is also located within a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water abstraction point. Having regard to the potential for land contamination, the existing building has a basement car park underneath it, so any previously contaminated ground would have been removed at the time the building was constructed. However, any further piling should be prohibited without further consent in order to prevent any additional unacceptable risk to the groundwater. This can be secured by condition.

6.9.1 In order to minimise the risk of flooding post-development, a surface water drainage strategy has been approved by the County Council as the Lead Local Flood Authority. This can also be secured by condition.

## **7.0 Community Infrastructure Levy and Section 106 planning obligation**

### **7.1 Community Infrastructure Levy (CIL)**



The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the Council's Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted.

7.1.1 The CIL charge applicable to the proposed development is £0 for the office floorspace and £120m<sup>2</sup> for the residential floorspace. Based upon the proposed gross internal floorspace of 4,857m<sup>2</sup> and the existing gross internal floorspace to be demolished of 1,062m<sup>2</sup>, the net additional floorspace is 3,795m<sup>2</sup>. This results in a CIL charge of £308,394. This figure will need to be verified in due course.

7.1.2 In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

## 7.2 **S.106 planning obligation**

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants.

7.2.1 The proposed development is one where affordable housing should be provided, in accordance with Policy HS3 of the Watford Local Plan Part 1 Core Strategy 2006-31. As detailed in the report, a financial contribution of £368,000 towards the provision of affordable housing in the Borough has been agreed in lieu of on-site provision.

7.2.2 The development proposed in this application is also one where, in accordance with saved Policy T26 of the Watford District Plan 2000 and Policy INF1 of the Watford Local Plan Part 1 Core Strategy 2006-31, the Council will normally require the applicant to enter into a planning obligation which provides for a financial contribution towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude future residents of the development from entitlement to resident parking permits for the controlled parking zones in the vicinity of the application

site. It is necessary to amend the traffic order so as to exclude the occupiers of the development from any entitlement to claim permits for the local Controlled Parking Zone because otherwise the proposed development would be likely to give rise to additional vehicles parking on local streets, thus worsening traffic congestion which would be a reason to refuse planning permission. In this case, the standard payment of £2,000 is sought for a new residential development.

7.2.3 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.

7.2.4 The financial contribution sought towards affordable housing is directly related to the proposed development, and is fairly and reasonably related in scale and kind to that development. It is also necessary to make the development acceptable in accordance with the Council's planning policies.

7.2.5 The contribution sought by the Council for amending the Controlled Parking Zones Traffic Regulation Order varies according to the number of dwellings existing and to be created and according to the existing use of the property. The contribution is thus directly related to the proposed development and is fairly and reasonably related in scale and kind to that development. It is also necessary to make the development acceptable in accordance with the Council's planning policies.

7.2.6 Accordingly, the contribution sought towards affordable housing provision and the contribution sought towards the amendment of the Controlled Parking Zones Traffic Regulation Order meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, these planning obligations can be taken into account as material planning considerations in the determination of the application. Both the Council's approach to seeking affordable housing provision and a financial contribution by means of planning obligations are also fully in accordance with the advice set out in paragraphs 203 to 205 of the National Planning Policy Framework.

## **8.0 Conclusion**

8.1 The site is located within a designated employment area where the focus is on the provision of new office floorspace. The proposed office element of the scheme is in

accordance with local plan policy and will almost double the amount of office floorspace on the site. This will also provide modern, high quality floorspace to replace the existing, lower quality floorspace. The proposed residential element, however, is not in accordance with the land use designation or policy. In this case, there are a number of factors that support a mixed-use scheme incorporating residential use on this site. On balance, it is considered that the proposed mixed-use scheme comprising office and residential uses is acceptable on this site.

- 8.2 At 14 storeys, the proposed building is taller than the surrounding buildings. However, it lies within an area where taller buildings are considered acceptable in principle and abuts the Watford Junction Special Policy Area where a number of tall buildings are being promoted through the recent masterplan. Given this context, the proposed height of the building is considered acceptable on this site.
- 8.3 The development is to be car-free and this is acceptable in this highly accessible and sustainable location close to Watford Junction Station. The proposed residential flats will provide a good overall quality of accommodation for future residents, subject to appropriate conditions.
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## **9.0 Human Rights implications**

- 9.1 The Local Planning Authority is justified in interfering with the applicant's human rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party human rights, these are not considered to be of such a nature and degree as to override the human rights of the applicant and therefore warrant refusal of planning permission.
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## **10.0 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) To secure a financial contribution of £368,000 towards the provision of affordable housing in the Borough of Watford;

- ii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being allocated to this site.

Conditions

- 1. The development to which this permission relates shall be begun within a period of two 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 and having regard to paragraph 2.41 of Fixing our Broken Housing Market alongside the time sensitivities of the assessment that has been carried out in terms of development viability and affordable housing.

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

2259 (90) 001, 002

2259 (08) 001, 002, 003, 004, 005, 006, 007, 008, 009, 010

2259 (07) 001, 002, 003, 004, 005, 006

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

- 3. No construction works shall commence until a detailed noise mitigation scheme for the proposed flats (to include acoustic glazing, acoustic trickle vents and mechanical purge ventilation), to protect the future occupiers from noise from rail traffic on the adjacent railway line and the plant and equipment associated with the adjacent Holiday Inn Express and Egale office building, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall achieve the internal noise levels for individual rooms as set out in British Standard 8233: 2014.

Reason: To ensure an acceptable living environment is achieved for the future occupiers of the development.

- 4. No construction works 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.

5. No construction works shall commence until details of the window reveals for the office glazing and the windows to the flats have been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved materials.

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.

6. The development hereby permitted shall be carried out in accordance with the approved surface water drainage assessment carried out by JMP (ref. NW91602-FRA-01 dated July 2016) and the following mitigation measures detailed within the FRA:

- i) 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.
- ii) Undertake the drainage as indicated on drawing titled 'Conceptual Drainage Plan' reference NW91602-DR-02.
- iii) Implement appropriate drainage strategy based on attenuation and discharge into Thames surface water sewer.

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

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

7. No development shall take place until a detailed surface water drainage scheme for the site based on the approved Drainage Strategy 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.

- i) Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
- ii) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

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.

8. 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.

9. 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.

10. 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.

11. 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 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.

12. 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.

13. No part of the development shall be occupied until details for the secure and weatherproof storage of 58 cycles (41 for residents of the flats and 17 for occupiers of the office floorspace) have been submitted to and approved in writing by the Local Planning Authority, and the facilities have been provided as approved. These facilities shall be retained at all times.

Reason: To encourage residents and occupiers to travel by cycle and 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.

14. The office floorspace 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.

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.

15. No dwelling shall be occupied until details of a communal terrestrial television aerial(s) and satellite dish(es) have been submitted to and approved in writing by the Local Planning Authority.

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.

16. 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.

17. 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.

### Informatives

1. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health & Safety at Work Act 1974, The Clean Air Act 1993 and The Environmental Protection Act 1990.



In order to minimise impact of noise, any works associated with the development which are audible at the site boundary should be restricted to the following hours:

- Monday to Friday 8am to 6pm
- Saturdays 8am to 1pm
- Noisy work is prohibited on Sundays and bank holidays

Instructions should be given to ensure that vehicles and plant entering and leaving the site comply with the stated hours of work.

Further details for both the applicant and those potentially affected by construction noise can be found on the Council's website at:

[https://www.watford.gov.uk/info/20010/your\\_environment/188/neighbour\\_complaints\\_%E2%80%93\\_construction\\_noise](https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise).

2. This development may be considered a chargeable development for the purposes of the Community Infrastructure Regulations 2010 (as amended). The charge is non-negotiable and is calculated at the time planning permission is granted. The charge is based on the net increase of gross internal floor area of the proposed development.

A person or party must assume liability to pay the levy using the assumption of liability form 1 which should be sent to the CIL Officer, Regeneration and Development, Watford Borough Council, Town Hall, Watford, WD17 3EX or via email ([semeta.bloomfield@watford.gov.uk](mailto:semeta.bloomfield@watford.gov.uk)).

If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course. Failure to adhere to the Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure a financial payment towards the provision of affordable housing in the Borough and to exclude the development from the local controlled parking zone.
4. All new developments granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department

as early as possible prior to commencement on streetnamenumbers@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.

5. 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. The Council also gave advice on the proposal and sought amendments during the application process.

Drawing numbers

2259 (90) 001, 002

2259 (08) 001, 002, 003, 004, 005, 006, 007, 008, 009, 010

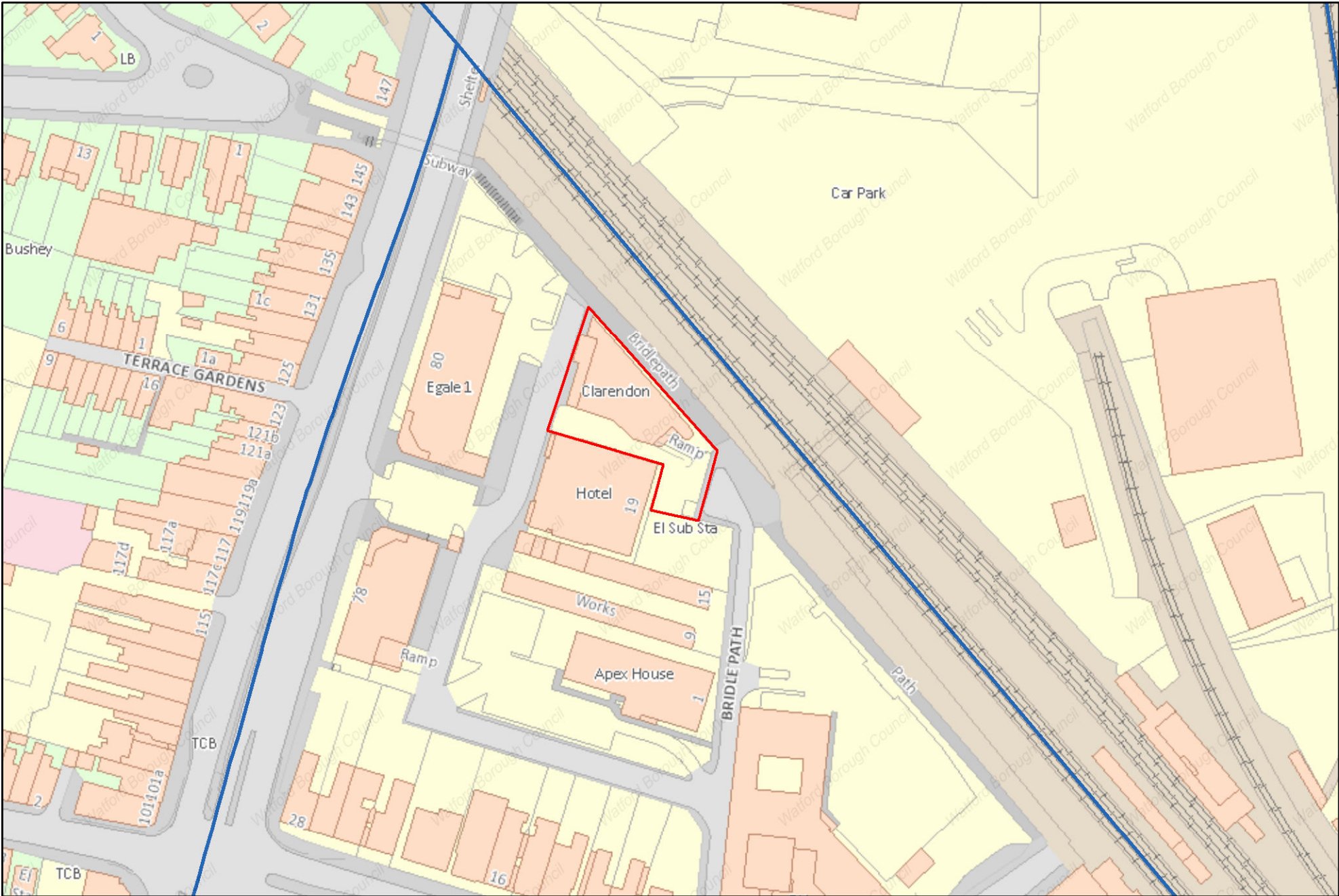
2259 (07) 001, 002, 003, 004, 005, 006

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**Case Officer:** Paul Baxter

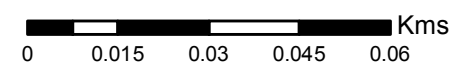
**Email:** paul.baxter@watford.gov.uk

**Tel:** 01923 278284



### Clarendon House, Bridle Path

Date: 13/02/2017



Scale 1:1,250







Image from Google Earth (east)

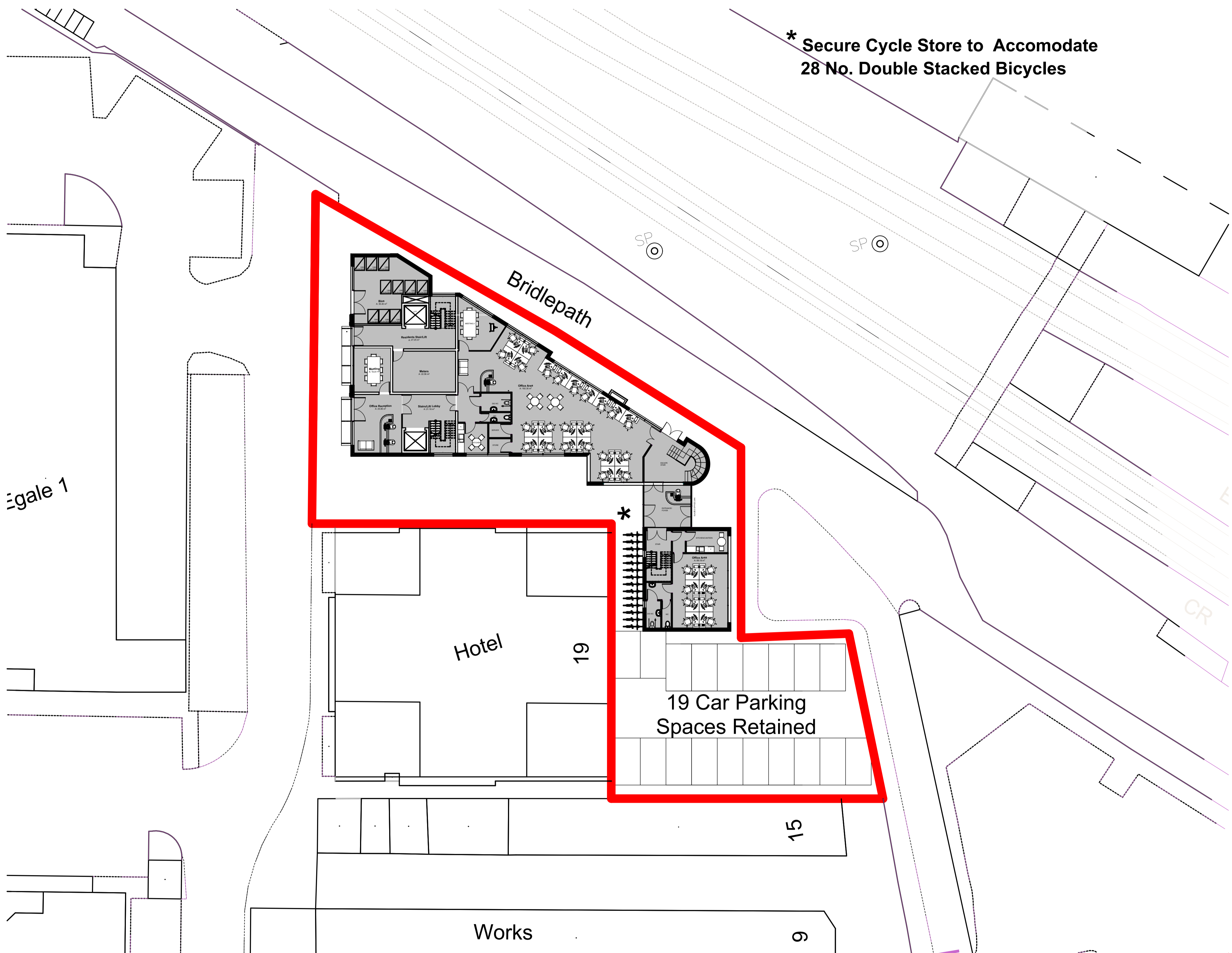




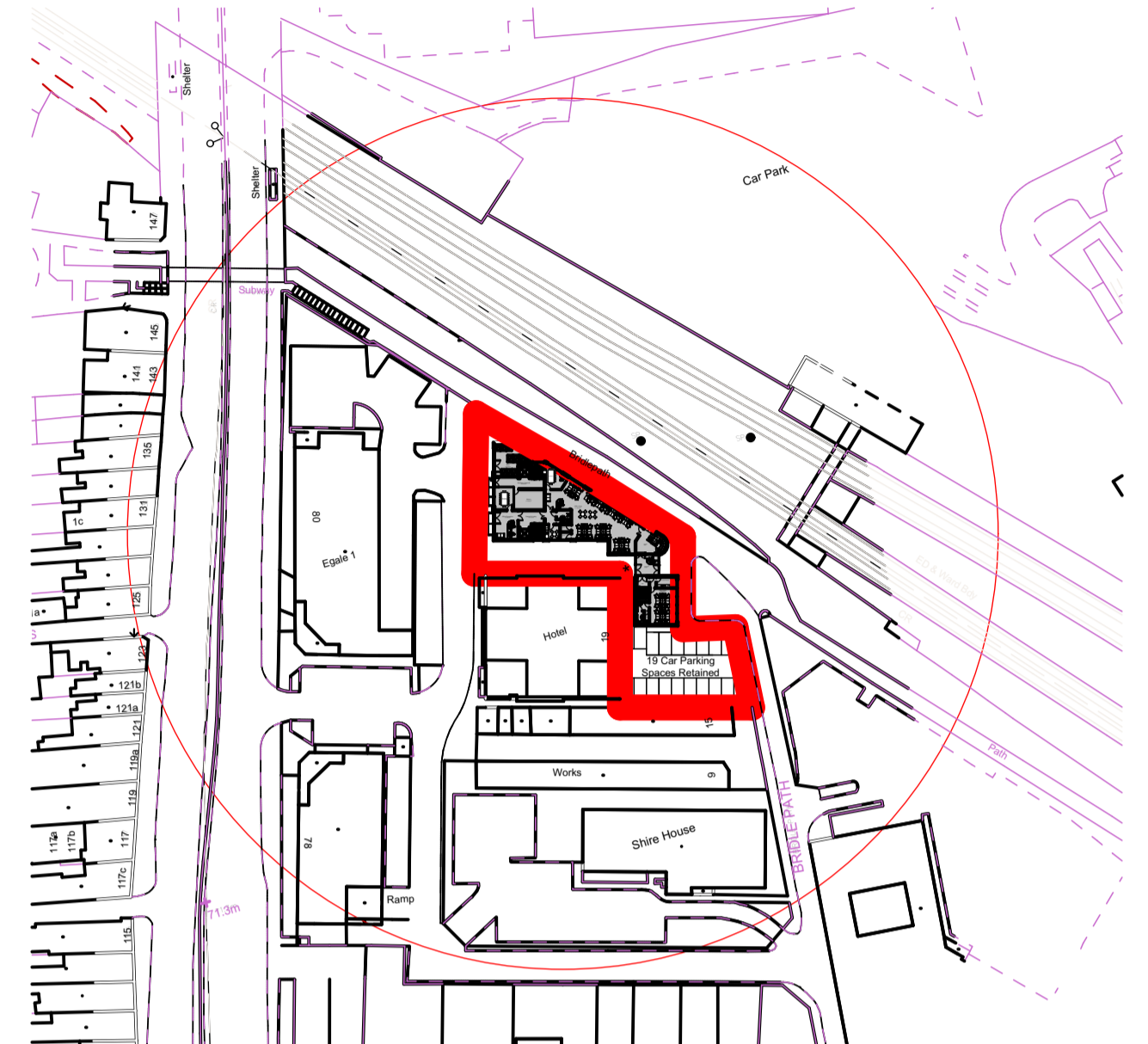
Image from Google Earth (north-west)







PROPOSED SITE PLAN  
1:200



SITE LOCATION PLAN  
1:1250

revisions

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D - design PL - planning PT - pre-tender  
T - tender P - preliminary  
C - construction R - record

**Excel**

Proposed Mixed Use Development  
Watford

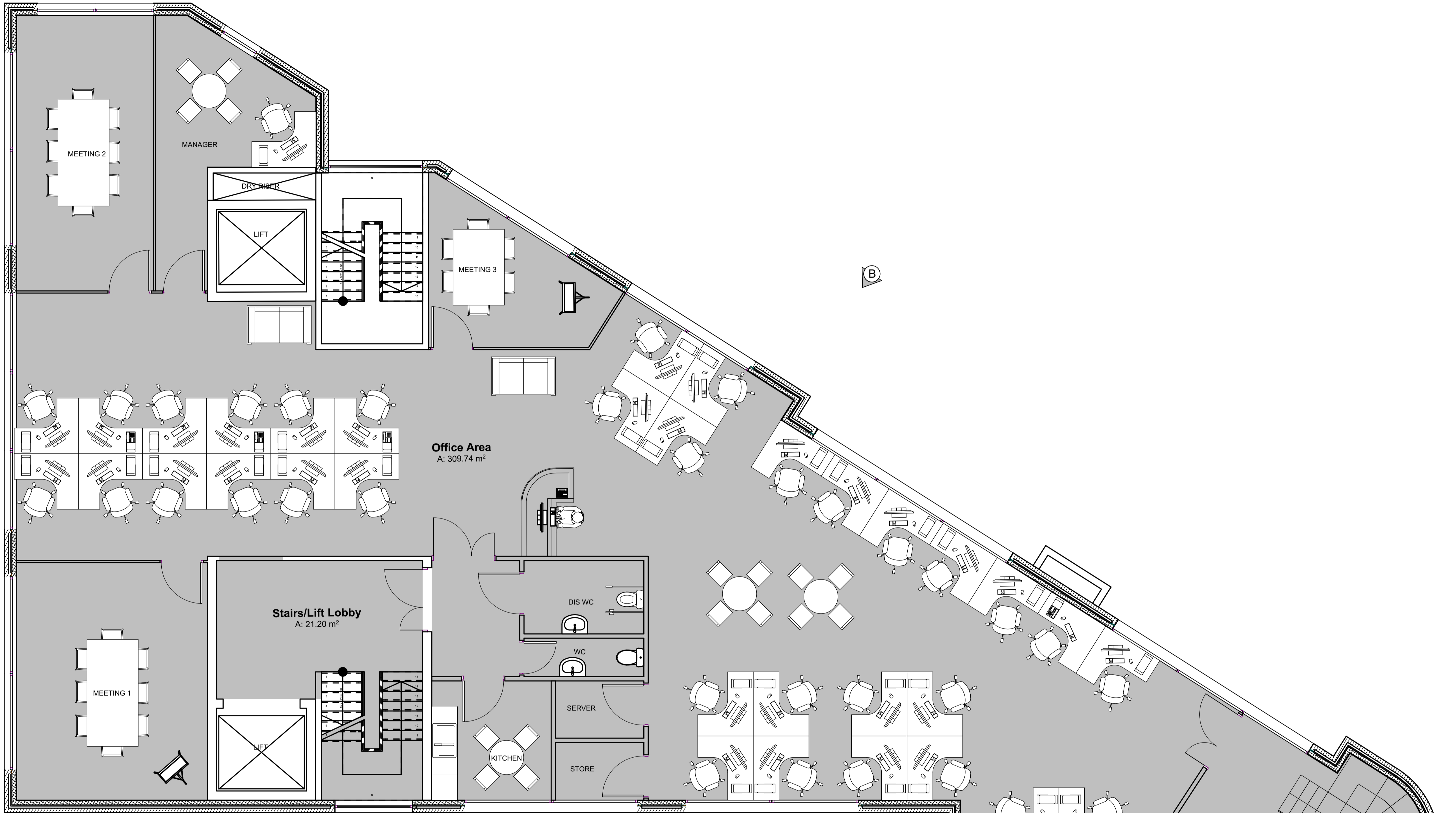
Proposed Site Plan

scale	date	drawn	checked
	MAY 2016	MKH	

job no	(category) dwg no	revision
2259	(90)002	

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**1st, 2nd & 3rd FLOOR PLANS**  
SCALE 1:50

**EXISTING HOTEL**

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C - construction R - record

**Excel**

**Proposed Mixed Use Development  
Watford**

**1st, 2nd & 3rd Floor Plans**

scale	date	drawn	checked
	MAY 2016	MKH	
job no	(category) dwg no	revision	
<b>2259</b>	<b>(08)002</b>		

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**4th to 6th Floor Plans**  
SCALE 1:50

revisions

1	Design	PL - planning	PT - pre-tender
2	Tender	P - preliminary	
3	Construction	R - record	

Excel

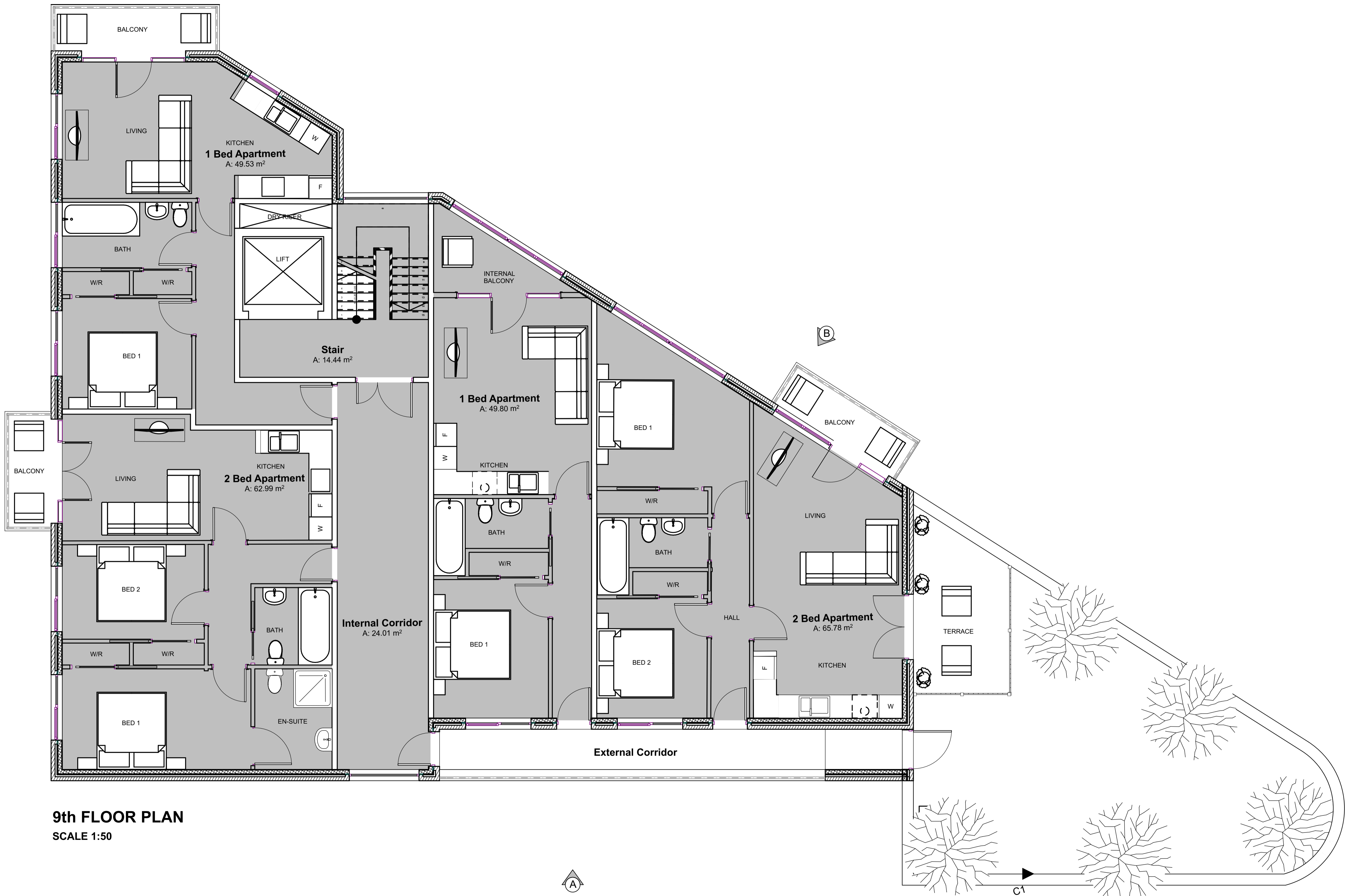
Proposed Mixed Use Development  
Watford

4th to 6th Floor Plans

scale	date	drawn	checked
	MAY 2016	MKH	
job no	(category) dwg no	revision	
2259	(08)003		

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**9th FLOOR PLAN**  
SCALE 1:50

Page 79

revisions

D	- design	PL	- planning	PT	- pre-tender
T	- tender	P	- preliminary	C	- construction
R	- record				

**Excel**

Proposed Mixed Use Development  
Watford

9th Floor Plan

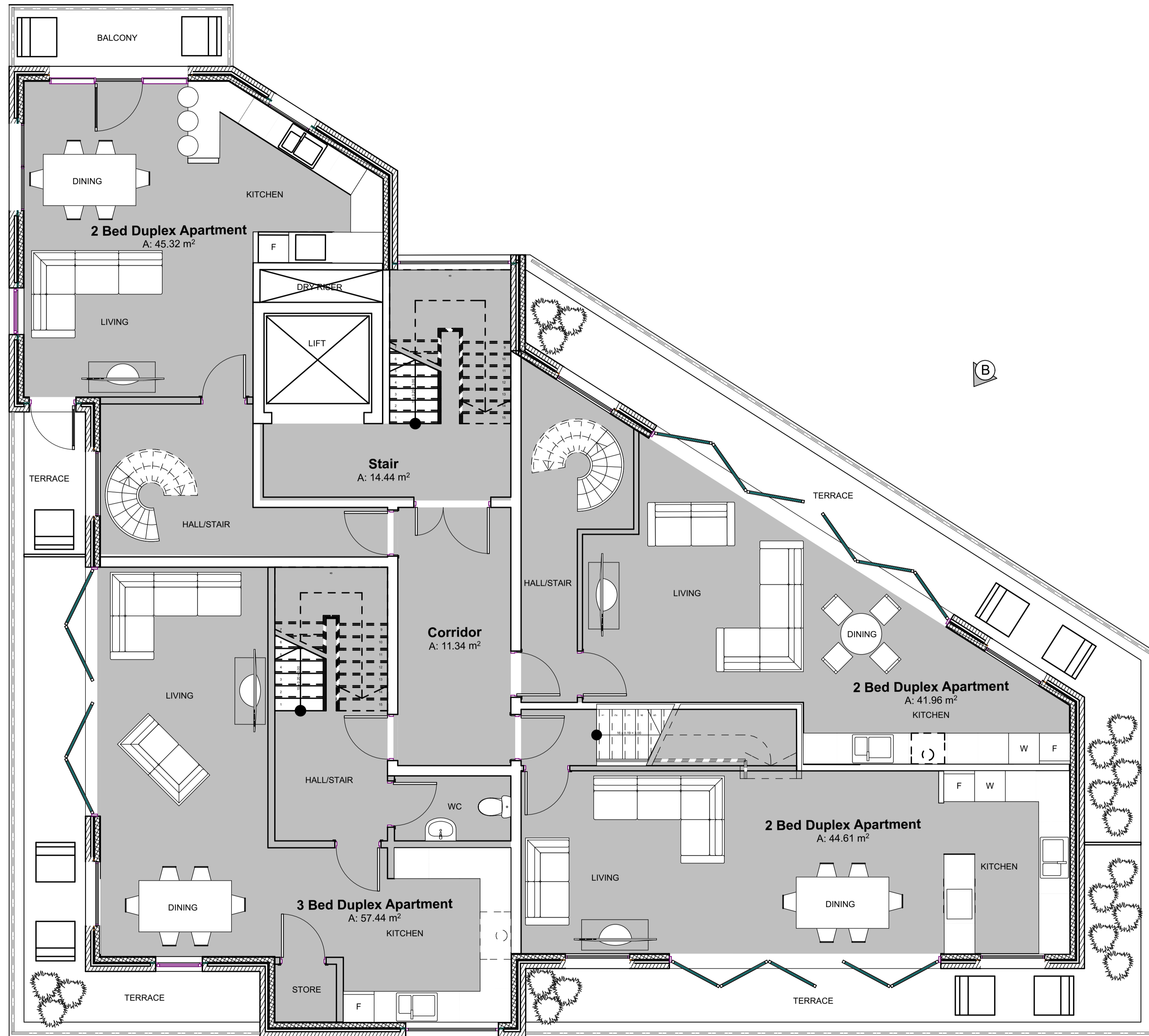
scale	date	drawn	checked
	MAY 2016	MKH	

job no. 2259 (category) dwg no. (08)005 revision

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**12TH FLOOR PLAN**  
**SCALE 1:50**



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**Excel**

**Proposed Mixed Use Development**  
**Watford**

**12th Floor Plan**

scale	date	drawn	checked
	MAY 2016	MKH	

job no	(category) dwg no	revision
2259	(08)007	

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DESIGN

Excel

Proposed Mixed Use Development

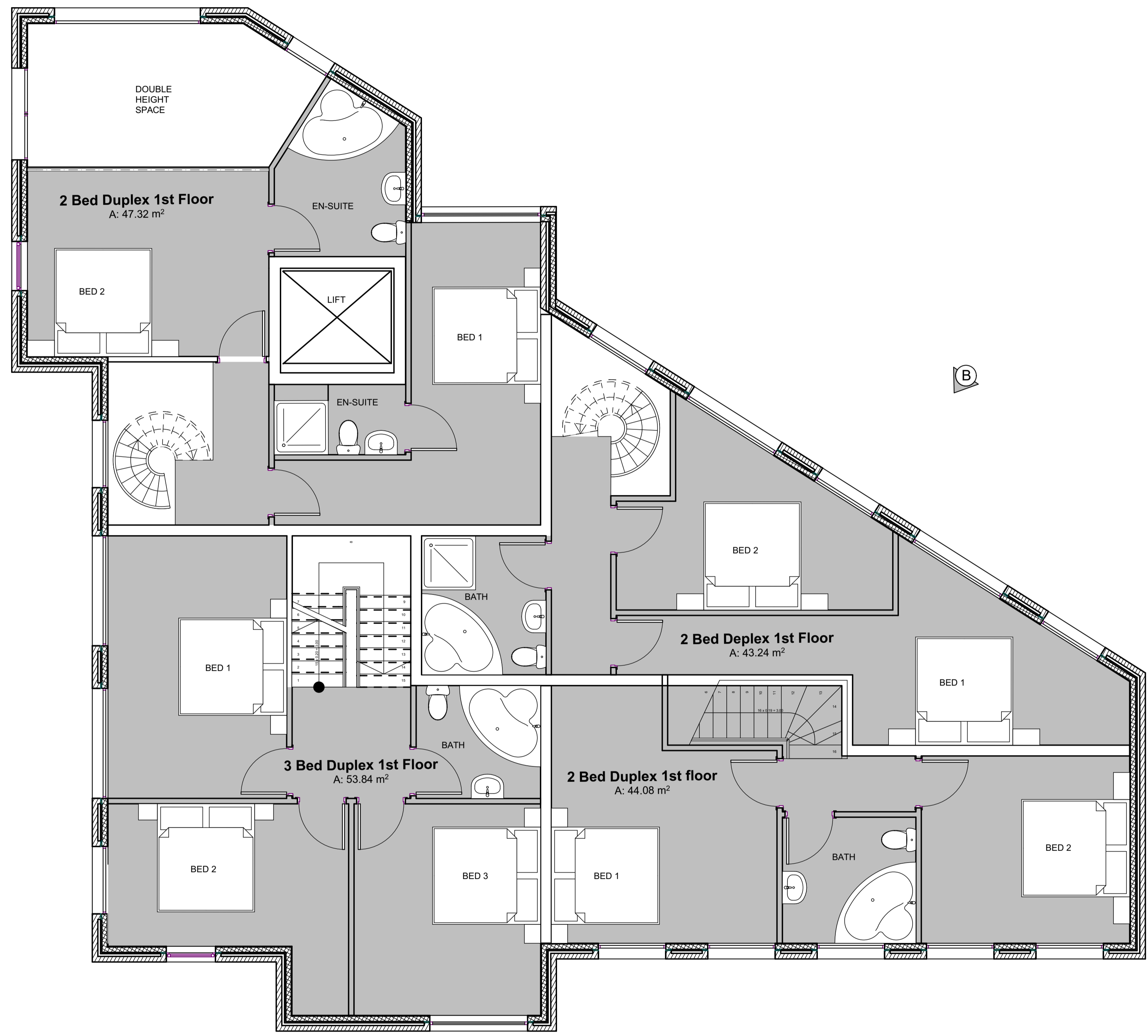
12th Floor Plan

scale date drawn checked

job no (category) dwg no revision

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**11TH FLOOR PLAN**  
SCALE 1:50



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T - tender P - preliminary  
C - construction R - record

**Excel**

Proposed Mixed Use Development  
Watford

13th Floor Plan

scale	date	drawn	checked
	MAY 2016	MKH	

job no	(category) dwg no	revision
2259	(08)008	

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PART A	
Report of: <b>DEVELOPMENT MANAGEMENT SECTION HEAD</b>	
Date of Committee:	<b>8<sup>th</sup> March 2017</b>
Site address:	<b>53, Clarendon Road</b>
Reference number:	<b>15/01787/FULM</b>
Description of development:	<b>The redevelopment of the site to provide a mixed use development with the erection of a building up to 11 storeys in height comprising 6,247m<sup>2</sup> of B1 office accommodation, 140m<sup>2</sup> of coffee bar use and 59 dwelling units 21 of which will be affordable.</b>
Applicant:	<b>Orion Land and Leisure and KKP (No.2) Trustee Limited</b>
Date received:	<b>24<sup>th</sup> December 2015</b>
13 week date (major):	<b>17<sup>th</sup> March 2016</b>
Ward:	<b>Central</b>

## 1 SUMMARY

- 1.1 The application site currently contains to a part 4 and part 9 storey, low grade office building. As well as providing poor office accommodation the existing building by reason of its appearance, significantly detracts from the character of the area, having a negative impact upon the business environment of Clarendon Road.
  
- 1.2 The proposed development is seeking to demolish the existing office building and to replace it with a mixed-use development; comprising 6,247m<sup>2</sup> of B1 office accommodation, 140m<sup>2</sup> of coffee bar and 59 dwelling units, 21 units over 35% of which will be affordable. The proposed office use will be provided within an 11-storey building to the front of the site, closest to Clarendon Road with a coffee bar element occupying part of the ground floor area. The residential block will be housed within a stepped block descending from 9 to 6 storeys to the rear of the proposed office block.
  
- 1.3 The access to the office block and the retail area will be directly from Clarendon Road. The residential block to the rear will also be accessed from Clarendon Road through a 15m wide landscaped boulevard between the application building and its neighbour to the west.

- 1.4 The proposal also includes 46 car parking spaces, associated with the office use which will be provided within the basement. The residential part of the proposal will be car free with the exception of 6 disabled parking bays provided within the basement car parking area.
- 1.5 The proposed building will be taller than the adjoining buildings. However, this will be in line with the Council's current stance with regard to taller buildings in this area subject to high quality design. The proposed design has emerged through a significant level of negotiation and revisions. The building will have a uniform and consistent design, but it 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 slender building elegant in 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 scheme will be highly sustainable by embracing landscape integration, ecological value and bio diversity. The proposed design is therefore considered to significantly enhance the business environment and the commercial ambiance of Clarendon Road.
- 1.6 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.
- 1.7 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. Further, the provision of housing accommodation in a central location incorporating affordable housing is regarded as a key priority in both local and national policies. The principle of such provision over and above the provision of uplift in office accommodation is welcomed.
- 1.8 It is also considered that previous issues regarding the quality, practicality and legibility of the residential accommodation have been overcome. The residential block will be readily legible and the housing accommodation is considered to meet the council's residential space standards. The design has also ensured that, except for few bedrooms, the proposed flats will receive decent levels of daylight and outlook. Furthermore, every attempt has been made to enhance the amenity space for the dwellings by providing balconies, terraces and a communal landscaped area.

- 1.9 The proposed development has ensured that the amenities of the adjoining occupiers in terms of loss of light and privacy are reasonably protected.
  - 1.10 The proposed scheme also provides a safe and accessible environment where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion, by incorporating safe and accessible developments, containing a clear and legible pedestrian route.
  - 1.11 With the introduction of the Council's Community Infrastructure Levy (CIL) the proposed development will now be liable for CIL payments rather than payments under section 106. The only planning obligations necessary in this case relate to the provision of affordable housing and the exclusion of the scheme from the local controlled parking zone to ensure future residents are not entitled to permits to park on-street. The application includes a 35% affordable housing provision in accordance with Policy HS3 of the Core Strategy. The applicant has shown willingness to sign a 106 planning obligation to provide affordable housing, prevent future occupiers from obtaining residents parking scheme and to provide a fire hydrant if required.
  - 1.12 For these reasons, the Development Management Section Head recommends that planning permission be approved as set out in the report
- 

## **BACKGROUND**

### **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. 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 with a total floor space of 4,494m<sup>2</sup>. 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. 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 sire could be said to significantly detract from what is one of the boroughs key employment area and an important route between the station and town centre-

- 2.3 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. There are parking restrictions, including Residential Control Parking Zone along the roads within the vicinity of the site.

### **3 Proposed development**

- 3.1 The proposal is to demolish the existing buildings, including the single deck storey to the rear. The proposed replacement building will provide a mixed use development within a multi storey building comprising 6,247m<sup>2</sup> of B1 office accommodation, 140m<sup>2</sup> of coffee bar use and 59 dwelling units, 21 of which will be affordable. At the front of the site facing Clarendon Road, the building will incorporate an 11 storey office element, includes a coffee bar on part of the ground floor. The residential block will be housed within a stepping block descending from 9 to 6 storeys to the rear of the proposed office block.
- 3.2 The access to the office block and the retail will be directly from Clarendon Road. The residential block to the rear will also be accessed from Clarendon Road through a 15m wide landscaped boulevard between the application building and its neighbour to the west.
- 3.3 The proposal also includes 46 car parking spaces, associated with the office use which will be provided within the basement. The residential development proposal will be car free with the exception of 6 disabled parking bays provided within the basement car parking area.

### **4 Planning history**

- 4.1 The site was originally developed as a single, detached dwellinghouse. 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 (ref. 28610).
- 4.2 In 1991 two planning permissions (Refs; 9/82/90 and 9/83/90) were granted conditional planning permission for the erection of a 6 storey office building with associated car parking.

- 4.3 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.
- 4.4 On 22.11.2000 conditional planning permission (Ref; 99/00034/FUL) was granted for the Demolition of existing office building (4850m<sup>2</sup>) and erection of a five storey office building (5390m<sup>2</sup>) plus 152 car parking spaces
- 4.5 On 03.12.2007 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 19.01.2011, which is already expired.
- 4.6 On 20<sup>th</sup> 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 4,648m<sup>2</sup> office floorspace (Class B1(a)) and 44 residential flats. The scheme was presented to committee on 31st March 2015 for refusal. However, there was no determination on this, the application was deferred at the committee and was subsequently withdrawn.
- 4.7 On 24<sup>th</sup> 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 serious 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 recognised to be in need of significant amendments and hence it was abandoned.
- 4.8 The applicant commissioned a new firm of architects to approach the scheme in an entirely different fashion. A series of meetings and amendments over a year has resulted in the formulation of the present scheme. Given the significant difference between the original scheme and the present one, a further round of consultation has been carried.
- 4.9 It is clear from the planning history that the current building, which does not contribute positively to the area, has been on the file for about 50 years with no substantial investment in the form of redevelopment despite previous planning permissions. In this context the opportunity to secure a high quality office development with some residential and café use is welcome.

## 5 Planning policies

### **Development plan**

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

- (a) *Watford Local Plan Core Strategy 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*.
- (e) the emerging local plan part II

The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.

The *Watford Local Plan Part 2: Publication Version* was published in July 2016. This has been subject to 3 rounds of public consultation – Nov-Dec 2013, Dec 2014-Feb 2015 and Dec 2015-Feb 2016. It contains development management policies and site allocations. The emerging policies and site allocations in this document can be given limited weight at this time.

### **Emerging Watford Local Plan Part 2 - Core Strategy 2006-31**

- EMP3 Designated Employment Areas 75
- EMP4 Change of Use from B Class outside of Designated Employment Areas 76
- EMP5 Clarendon Road, Station Road and Bridle Path Office Area 78
- TB1 The location of Taller Buildings
- TB2 Design of Taller Buildings

### **Watford Local Plan 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
HS1	Housing Supply and Residential Site Selection
HS2	Housing Mix
HS3	Affordable Housing
EMP1	Economic Development
EMP2	Employment Land
T2	Location of New Development
INF1	Infrastructure Delivery and Planning Obligations
UD1	Delivering High Quality Design
UD2	Built heritage Conservation

#### **Watford District Plan 2000**

SE7	Waste Storage, Recovery and Recycling in New Development
SE22	Noise
SE24	Unstable and Contaminated Land
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
E1	Employment Areas

#### **Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026**

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.

#### **Supplementary Planning Documents**

The following Supplementary Planning Documents are relevant to the determination of this application, and must be taken into account as a material planning consideration.

#### *Residential Design Guide*

The Residential Design Guide was adopted in July 2014. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new

individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

#### *Watford Character of Area Study*

The Watford Character of Area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

#### *Skyline: Watford's Approach to Taller Buildings*

This was adopted in March 2016 and aims to give further policy provision to Policy UD1 of the Core Strategy in respect of taller buildings. It is capable of constituting a material consideration in the determination of relevant planning applications.

#### *Clarendon Road Area Study (August 2016),*

The basis of the study is to address the key issues and devise an appropriate strategy associated with maintaining and improving the supply of Grade A office space on Clarendon Road, Station Road and Bridle Path in Watford. This area, which we refer to through this report as the 'Clarendon Road Area' where it is centred, is Watford's prime office location and as such Watford Borough Council (WBC) are committed to maintaining and protecting this position, as reflected within the emerging Local Plan.

#### *Economic Growth and Delivery Assessment (EGDA) prepared by Nathaniel Lichfield and Partners in 2014, using data including the 2013 East of England Forecasting Model (EEFM).*

The latest evidence on future employment and business needs is set out in the Economic Growth and Delivery Assessment (EGDA) prepared by Nathaniel Lichfield and Partners in 2014, using data including the 2013 East of England Forecasting Model (EEFM). The study's assessment of this recent run of the EEFM forecasts total job growth of 13,290 over the period 2006-31, almost double the 7,000 minimum targets set in the Core Strategy. 11,630 of these are predicted to be B1a or B1b office jobs. This means there is a growing need to protect, improve, and indeed increase, the stock of quality office accommodation.

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

The National Planning Policy Framework sets out the Government are planning policies for England. The following provisions are relevant to the determination of

this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 2 Ensuring the vitality of town centres

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 10 Meeting the challenge of climate change, flooding and coastal change

Section 12 Conserving and enhancing the historic environment Decision taking

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## 6 CONSULTATIONS

### Neighbour consultations

Two rounds of consultations have been carried out in respect of the original scheme and the revised scheme. Letters were sent to 49 properties in Clarendon Road, St John's Road, Monmouth Road and Albert Road North. In respect of the original scheme 9 letters of objections were received. However, the present scheme has generated 4 objections showing concern with regards to:

- Loss of privacy
- Over development
- Loss of light
- Car parking
- Principle of development incorporating residential accommodation

The council has also received comments from a local estate agent, showing concern that the proposed housing provision on site may prejudice the future development of the other sites in Clarendon Road. The local estate agent is also of the view that pure office development on site is economically viable and that the floor plans of the proposed offices may not suit office occupiers of some firms.

### Statutory consultations

Hertfordshire County Council (Highway Authority)

Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1. 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.

2. Prior to the commencement of the development a 'Construction Traffic Management Plan' shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved plan.

Reason: to ensure that the development takes place in a comprehensive manner having due regard for highway safety and capacity and to ensure that the impact of the construction traffic on the local road network is minimised.

3. Two months prior to the first occupation of the development the applicant shall implement a Travel Plan with the object of reducing the staffs and visitors travelling to the development by private car which shall be first submitted to and approved by the Planning/Highway authorities.

Reason: To promote sustainable transport measures to the development.

i) Access

The existing site has two access points from Clarendon Road and the proposals will be used to operate a one-way entry/exit system arrangement.

ii) Parking

Vehicles would be catered for in the proposed 46 parking spaces for the office uses and 6 disabled parking spaces in the basement. The residential development proposal will therefore be car free. However, there would be 101 cycle parking spaces for the proposed site. Opportunities for residents or visitors to park on surrounding roads are restricted by the comprehensive parking and waiting controls in place in the local area.

iii) Conclusion

The proposals are not considered to result in any severe adverse impact on the public highway and are considered acceptable to the Highway Authority.

**Thames Water**

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

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

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 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.

### **Environment Agency**

Have no objections to the proposed development.

### **Crime Prevention Design Advisor (Hertfordshire Constabulary)**

#### 1. Layout:

It will be important for residents when returning to their home, that the walkway from Clarendon Road to the residential block is welcoming with suitable lighting, so as to reduce any fear of crime. I would recommend suitable CCTV coverage of the outside area as well as the ground floor entrance areas, to help deter any offenders.

#### 2. Basement Car parking:

I would look for the basement parking to be secured with suitable access control for vehicle access. This will help protect parking for the intended users, as well as protecting this area from criminals and rough sleepers, and thus reducing a fear in crime for users. The stair core areas from the basement parking will need to be to a security level to stop tailgaters gaining access to the residential and commercial internal areas.

### 3. Physical Security – ADQ and SBD:

In October 2015, Approved Document Q (ADQ) came into force that requires under Building Regulations dwellings are built to “Prevent Unauthorised Access”. This applies to any “dwelling and any part of a building from which access can be gained to a flat within the building”. Achieving the Secured by Design (SBD) award meets the requirements of Approved Document Q (ADQ), and there is no charge for applying for the Secured by Design award. Further details are available from Hertfordshire Police Crime Prevention Design Advisors at 01707-355226.

I would obviously be keen to see any development built to the physical security standards of Secured by Design which is the police approved minimum security standard, as this will reduce the potential for burglary by 50% to 75% and therefore demand on the Police as well as achieving ADQ.

I hope the above is of use to you in your deliberations and will help the development achieve that aims of the National Planning Policy Framework (NPPF).

- . 69 – re safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. & the National Planning Practice Guidance (NPPG) under ‘Design’
- . 010 – re Sec 17 of the Crime and Disorder Act 1998 – to prevent crime & disorder.
- . 011 – re taking proportionate security measures being a central consideration to the planning and delivery of new developments and substantive retrofits.
- . & policy UD1 of Watford Core Strategy

However, in the meantime, if you or the applicants have any queries about crime prevention design in relation to the proposals then please feel free to contact me.

### **Hertfordshire County Council (Lead Local Flood Authority)**

Currently considering the revised and amended version of the scheme Their comments will be reported to the committee.

### **Arboricultural Officer**

The proposed building is set approximately 3 metres further forward than the existing building bringing it within 2 metres of the trunk of T 4 of TPO No 86 and 3 metres of T 3. Whilst these trees are located in a raised brick planter the proximity of the building and construction of the new basement could cause significant root loss and require significant cutting back of the canopy of T4 and to a lesser extent T3. Although not clearly shown on the submitted drawings I would suggest that should planning permission be granted the T3 and T4 should be removed and replaced: trees T1 and T2 should with correct protection be able to be safely retained. A condition, showing details of the type height and location

of tree protection fencing is to be submitted and approved prior to work commencing on site.

The plans indicate planting of trees and shrubs above the proposed basement area, I would wish to see details of proposed soil depths, drainage and irrigation for these included in a detailed landscaping scheme.

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## **7 Planning Assessment;**

7.1 The main issues to be considered are as follows;

- Whether the proposal is considered acceptable in terms of its height, bulk scale and design and whether it will preserve and enhance the character of the area
- the acceptability of the proposal in land use terms, offices / retail and residential
- Whether the proposal will provide legible and quality residential dwellings
- Whether the proposal will have an acceptable impact upon the amenities of the adjoining occupiers.
- Whether the proposal will have an acceptable impact upon highways conditions.
- Whether the proposal will incorporate appropriate measures to address the impact of the development upon local public infrastructures.
- Whether the proposal will provide sustainable development in terms of energy efficiency, ecology and bio diversity.

## **8 Aesthetics;**

8.1 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.

8.2 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.

8.3 The proposal to demolish the existing unsightly office building is welcomed. But as the proposed development is taller than the existing property and the scheme that was approved in 2007dve consideration of design quality is appropriate.

- 8.4 In recent months, Watford has seen a rise in the number of proposals for taller buildings of up to 25 storeys and is anticipated to encounter 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.
- 8.5 This development pattern will also aid the delivery of new homes and 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 a long 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.
- 8.6 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 and the proposed draft Taller Building policy (TB1 and TB2) in Development Management Policies. 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.
- 8.7 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.



- 8.8 The height, configuration, layout and the design of the proposed building has 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, ecological value and bio diversity”. Overall, it is considered that the Proposal adheres to this brief.
- 8.9 The scheme will provide an eleven storey office block fronting Clarendon Road (43m high at its maximum) and a residential block to the rear, stepping down from 9 storeys to 6. The building has been set off-centre to the north, allowing a gap of 15m wide to provide a public realm and a landscaped boulevard access to the residential block. The proposed eleven storey building to the front will have set backs to the front and will have side steps at the top floors to create a slender and elegant appearance. 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. This approach also ensures the legibility of the residential block to the rear, part of which project to the east and faces the pedestrian access to the site.
- 8.10 The design of the main office element fronting Clarendon Road comprises a curtain wall glazing system with a strong vertical emphasis, incorporating light coloured metal bands. The same approach has been used in the design of the residential block to provide a consistent design. However, the glazing for the residential block will incorporate more opaque areas to protect privacy. In addition to the variation glazing arrangement, the residential building will include balconies and terraces which allow further distinction to be made between the commercial and residential element.
- 8.11 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. Further, the approach has allowed taking the opportunity to increase the ecological value of the site and to provide amenity space for the future occupier of the site.
- 8.12 The office element is accessed from the front of the building with a separate residential entrance located on the southern side of the building where the office

building meets the residential block, where the residential stair/lift core is located. There will be two entrances to the residential block both of which have been designed to complement each other. The access to residential entrances will face the wide pedestrian area which will incorporate a high quality landscaped and safe pedestrian environment.

- 8.13 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, key or ice area. 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 glass. 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 significantly enhance the street scene and will strengthen the character of Clarendon Road as the prime office location in the town.
- 8.14 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 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. The removal of the elevated car parking deck to the rear will also improve the views from the rear residential dwellings.
- 8.15 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.
- 8.16 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.

## **9 Land use**

- 9.1 The Proposal will provide a mix use of office, residential and an element of coffee bar / delicatessen. The provision of mix use development is often encouraged because they will be beneficial through their associated environmental benefits, especially in instances where they will reduce the need to travel and car dependency, and promote vitality and diversity to an area and improve social cohesion. Appropriate mixed-use developments are more sustainable than developments consisting of a single use and can help to create viable and economically healthy urban centres.
- 9.2 However, this policy needs to be assessed in the light of other policies in the Plan and to ensure that an appropriate mix of uses is provided.

### **Office and Retail issues**

- 9.3 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.
- 9.4 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 floorspace 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. Local Plan Part 2 continues the approach of protecting office uses in the Clarendon Road/Bridle Path area (which was subject to consultation in Nov/Dec 2013) and extends this to look to provide additional high quality office floorspace in this area.
- 9.5 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).

- 9.6 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.
- 9.7 The office element of the proposed mixed-use scheme will be 6247m<sup>2</sup>. The will result in a significant uplift in office floor space. The proposal will not only result in above 40% percent 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.
- 9.8 The proposal will also provide a coffee bar/ delicatessen on the ground floor facing the open space access to the residential block. 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.

### **Residential use**

- 9.9 Currently, there is strong national and local policy support for the provision of residential accommodation. Both adopted plans (the District Plan and the Core Strategy) give high priority for the provision of additional residential accommodation. However, any residential accommodation needs to be provided in appropriate locations. Policy HS1 of the Core Strategy lists some of the criteria that will be taken into account in assessing the suitability of windfall sites for residential use. In this case, the site is brownfield land, is within the vicinity of the town centre, is not at risk of flooding (Flood Zone1, low risk), has some access to public transport and is not precisely allocated for other uses. Furthermore, there is not any heritage

significance for the building and the site has no biodiversity or landscape significance. The proposed residential development will therefore meet the criteria set out in policy HS1. The application site is located within the Town Centre Special Policy Area of the Core Strategy. Policy SS1 states that within the wider town centre higher density homes will be delivered.

- 9.10 Policy H11 of the District Plan and HS2 of the Core Strategy provides that all proposals for residential development will be considered in the context of the local area's need for a variety of different types, tenures and sizes of accommodation.
- 9.11 The proposed development provides 59 flats comprising 20 one bedroom, 25 two bedroom and 4 three bedroom units. Given the location of the site in the Clarendon Road employment area and within the wider town centre policy area, this is considered to be an acceptable mix of units for a high density scheme of this nature and accords with aims of Policy HS2 of the Core Strategy.
- 9.12 Policy HS3 of the Core Strategy requires 35% of the units to be provided as affordable units. The policy requires these to be provided as a mix of tenures comprising 65% affordable rent, 20% social rent and 15% intermediate tenures. The provision for the affordable housing is in line with the policy. The proposed social housing element has been designed with its own access and within its own block to ensure practicability in its management by a social housing provider, albeit – there will be sharing of the communal open space as well as bin and cycle storage areas.
- 9.13 In summary the provision of housing accommodation in a central location incorporating affordable housing is regarded as a key priority in both local and national policies. The principle of such provision over and above the provision of uplift in office accommodation is welcomed.

## **10 Residential amenity of future occupiers**

- 10.1 One of the key issues with respect to the scheme has been the quality of the residential accommodation for the future occupiers of the site. The current scheme has been particularly concerned with the issue and has been designed in a fashion to overcome the previous objection to the scheme.
- 10.2 The Residential Design Guide (RDG) sets out various standards and guidelines to ensure that new residential development provides high quality accommodation with good levels of amenity for future occupiers. The first factor to consider is the internal floor area of the proposed dwellings and the RDG sets out the minimum

areas that should be achieved dependant on the number of bedrooms proposed. The RDG also gives minimum floor area guidelines for single and double bedrooms and combined living areas. The proposed flats also meet or exceed these guidelines. Overall, each of the proposed flats will have adequate internal floor space to provide good quality accommodation.

- 10.3 The RDG also requires that all new residential units should have acceptable levels of amenity in terms of outlook, privacy and natural light. In order to assess this, consideration needs to be given to the relationship of the proposed flats to the existing office blocks adjoining the site to the south and north.
- 10.4 Each proposed flat will have some useable outdoor space that is private and directly accessible from each flat and the scheme will provide a significant amount of public open space. In total there will be 2148m<sup>2</sup> of amenity space, of which about 1450m<sup>2</sup> will include soft landscaping. The amenity space will be provided either on the extensive terraces or over the area around the proposed buildings, including the landscaped access way to the residential block. In terms of the amenity space provision, the proposed scheme will therefore create well the space requirement of 815m<sup>2</sup> as specified in the RDG.
- 10.5 In respect of natural light, an assessment in accordance with the guidelines of the Building Research Establishment has been undertaken for the proposed flats and demonstrates that the vast majority of rooms receive light in accordance with the recommended standards, only a small number of bedrooms would fall below this, however these rooms also benefit from balconies which serve to increase the level amenity provided for occupiers of these rooms. On the upper levels of the building, the flats will receive increasing levels of daylight. In terms of sunlight, the proposed building has been particularly designed with set-backs in order to ensure all flats will be dual aspect and will be receiving direct sunlight in the afternoon from the west. The upper floors of the building facing south, will receive generous sunlight.
- 10.6 The RDG give a minimum distance in respect of privacy to ensure reasonable levels of privacy are maintained between new and existing residential development. This distance is given as 22m for new developments. The relationship with the nearby residential buildings complies with this guidance.
- 10.7 There is no policy or requirement relating to separation of office and residential uses. However, the windows in closer proximity to the neighbouring office building could be fitted with a privacy screen – one way windows, where they would allow outlook but prevent any overlooking to rooms. Given the nature of the existing

building as offices, there will be no loss of privacy to the occupiers of the adjoining buildings.

- 10.8 Overall, it is considered that the proposed flats would experience generous levels of amenity space. They also receive adequate daylight and sunlight with an acceptable level of privacy.

## **11 Impacts on adjoining properties**

- 11.1 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 sat 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.
- 11.2 It is important to ensure the proposal will not introduce an unacceptable constraints on the future development of neighbour in, sites and it is considered adequate information has been provided to demonstrate that the proposed layout is acceptable in this regard.
- 11.3 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.
- 11.4 The closest point of the proposed building to the boundary of number 9, will be 10.2m but the distance to habitable windows at an oblique angle will be 25m. The 10.2m distance is somewhat 0.8m closer than the recommended 11m specified in the RDG. However, this is acceptable given the town centre location of the site, and the tree coverage in the gardens which 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.

- 11.5 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.
- 11.6 Overall, the proposed building will have no unacceptable impacts on the residential properties in Monmouth Road.

## **12 Transportation, access and parking**

- 12.1 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.
- 12.2 The proposed development includes a provision of 46 spaces, all of which except for 6 disabled parking provision, are to be allocated for the office use. Based upon the Zone 2 standards, the range of spaces considered acceptable for the proposed 4,648m<sup>2</sup> floorspace is 39-77.5 spaces. The provision of 46 spaces is within this range.
- 12.3 The proposed flats will have no parking provision. Given the highly accessible location of the site, located within a controlled parking zone, this accords with saved Policy T26 of the Watford District Plan 2000 for car-free developments, subject to the development being excluded from the local controlled parking zone. This is necessary in order to ensure that future residents will not be entitled to parking permits, thereby preventing any additional on-street parking on the surrounding roads. This will require a payment of £2,000 to cover the costs of varying the local Traffic Regulation Order and could be secured by a section 106 planning obligation in the event of planning permission being granted.
- 12.4 The existing site has two vehicular access points from Clendon 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 these two access points to facilitate the servicing of the site and to allow access to the basement car park (46 spaces) and the 6 disabled parking spaces. This is acceptable and accords with saved Policy T21 of the Watford District Plan 2000, which is set as maximum requirement.

### **13 Flood risk and drainage**

- 13.1 The site is within Flood Zone 1 with minimal risk of flooding from all sources. It is also located within a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water abstraction point. Having regard to the current and previous use of the site, the Environment Agency has raised no objection to the proposal and has not recommended any conditions. From 6th April 2015, all major developments are required by law to incorporate a sustainable surface water drainage scheme in order to minimise the risk of flooding post-development. Given the fact that the existing site already has almost 100% site coverage, it is unlikely that the proposed development will give rise to any additional surface water flows. Any proposed scheme will need to be the subject of consultation with Hertfordshire County Council as the Lead Local Flood Authority.

### **14 Sustainability, energy and waste**

- 14.1 The building has been designed with a view to reduce CO2 emission for both offices and residential elements. Energy efficiency measures including natural ventilation of the building have been envisaged for the building which further improves the sustainability of the building.
- 14.2 Both the Code for Sustainable Homes and BREEAM assessments have waste management as an integral component and the Council's policies also require adequate bin storage provision for waste and recycling as part of all new developments. Separate bin stores for the office and residential elements of the development have been provided and are acceptable, and could also be secured by condition in the event of planning permission being granted. 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.
- 14.3 Further the proposal will provide significant landscaped areas and seeks to retain the existing mature trees. Every opportunity has been used to ensure that the design provides a variety of new flora. Starting with the existing trees, the design

seeks to enhance this with further structural tree planting, as well as provision of shrub and planting beds. The proposed flora will include native plants as well as other plants which will provide nectar, pollen and fruit for local fauna. The use of green and brown roofs forms an integral part of the design and will provide additional ecological benefit across the site.

## **15 Community Infrastructure Levy (CIL)**

- 15.1 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 charge for residential floorspace is £120m<sup>2</sup> and for offices is £0m<sup>2</sup>. As the existing building is lawfully occupied, the existing floorspace to be demolished is taken into account in calculating the net additional floorspace. An exemption from CIL can also be applied for in respect of all residential floorspace used for affordable housing. The CIL charge is non-negotiable and is calculated at the time planning permission is granted.
- 15.2 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 21 units of affordable accommodation in accordance with Policy HS3 of the Core Strategy.
  - ii) The payment of £2,000 towards the variation of the relevant traffic regulation order to exclude the development from the local controlled parking zone, to ensure future residents of the development are not entitled to residents' permits, in accordance with saved Policy T26 of the Watford District Plan 2000.
  - iii) 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.

## 16 Comments on the objections received

The concern of local residents have summarised above. Most of their concerns have already been addressed in the body of the report. The following are

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
Insufficient car parking has been provided.	This is a sustainable location, and the site is a short distance from Watford Junction Station and its bus interchange. It is in a highly accessible location where car free development is appropriate and acceptable in principle.
The proposal to include residential will prejudice the future development of office floor space which is viable as the rental for offices have gone up	The proposal will result in significant uplift in office floor space which is of high quality thereby meeting the objectives of the council polices. The provision of residential accommodation is a key priority and is not objectionable where is it in addition to and does not prejudice the growth of office space in the area. These issues have been fully covered in the body of the report.
Office occupiers desire a large floor plate which is not offered in the present scheme.	There are varieties of firms which tend to occupy smaller units. The scheme allows a firm to occupy more than one floor
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.
Site should be developed for	The Article 4 Direction only prevents existing

offices. Article 4 Direction applies.	offices from being converted to residential use under permitted development regulations. The provision of a mixed-use building including residential use is considered in the report.
Increased traffic on adjacent roads at peak times.	As the development is car-free, no additional traffic will be generated, the proposed amount of parking is less than the current provision, thereby reducing the amount of traffic on the adjacent roads.

## **17 Conclusion**

- 17.1 The office element will result in the provision of new, high quality office floorspace on the site and will contribute towards providing new employment within the Borough, in accordance with the objectives and policies of the Core Strategy and the District Plan and the latest Economic Growth and Delivery Assessment. The proposed residential accommodation, including affordable housing, in a sustainable location is welcomed to meet the key strategic priority of both local and national policies.
- 17.2 The proposed development seeks to provide a high quality mixed-use building of contemporary design that is appropriate to the character and appearance of Clarendon Road, whilst respecting the residential properties to the rear. The configuration of the building has been in response the constraints of the site and the aspiration to provide a high quality building to improve the business environment of Clarendon Road as well as providing suitable levels of daylight, sunlight and outlook for the occupiers of the residential blocks. Overall, the proposed design of the different building elements and informed use of materials will ensure a high quality development that achieves the aspirations of the Core Strategy for high quality design and will make a positive contribution to the area.
- 17.3 It is also considered that the previous issues regarding the quality, practicality and legibility of the residential accommodation have been overcome. The residential block will be readily legible and the housing accommodation will generally meet the council's residential space standards. The design has also ensured that except for a few bedrooms the proposed flats will receive reasonable levels of daylight and outlook. Furthermore, every attempt has been made to enhance the amenity space for the dwellings by providing balconies, terraces and communal landscaped area.

- 17.4 The applicant has indicated a willingness to secure a section 106 agreement for the provision of 35% affordable housing provision, the exclusion of the residential dwellings from the local controlled parking zone, and the provision of fire hydrants to serve the development, in accordance with the policies of the Core Strategy and the District Plan.

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### **HUMAN RIGHTS IMPLICATIONS**

The Local Planning Authority is justified in interfering with the applicant's Human Rights in order to prevent the loss of employment land to residential use, which is not in accordance with the Development Plan, and which would prejudice the ability of the Council to meet future employment needs.

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## **18 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 21 units of affordable accommodation in accordance with Policy HS3 of the Core Strategy.
- ii) The payment of £2,000 towards the variation of the relevant traffic regulation order to exclude the development from the local controlled parking zone, to ensure future residents of the development are not entitled to resident's permits, in accordance with saved Policy T26 of the Watford District Plan 2000.
- iii) 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.

### 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:- PL\_005, 099, 100101, 106, 107, 108, 109, 110, 111, 120, 201, 202, 301, 302, 303, 304, 305, 501, 502, 503, 504, 505 and 521.

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

3. No construction works 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 hereby permitted shall be carried out in accordance with the approved surface water drainage assessment carried by ESI consultancy.
  - i) 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.
  - ii) Undertake the drainage in specified Proposed Surface Water Drainage Strategy (report ref; 64499.00.01R1) finalised February 2017
  - iii) Implement appropriate drainage strategy based on attenuation and discharge into Thames surface water sewer.

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

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

5. No development above damp proof course shall take place until a detailed surface water drainage scheme for the site based on the approved Drainage Strategy 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.

- i) Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
- ii) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

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 floorspace 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. No dwelling shall be occupied until details of a communal terrestrial television aerial(s) and satellite dish(es) have been submitted to and approved in writing by the Local Planning Authority.

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. 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.

14. 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.

15. No development above damp proof course level shall take place until a detailed scheme in respect of the natural ventilation for the development hereby approved has been submitted to and approved in writing by the local planning authority. The ventilation system shall then be implemented in accordance with the approved scheme and retained as such thereafter, unless a subsequent scheme is agreed in writing by the local planning authority.

Reason: In order to ensure the development will provide highly sustainable building in accordance to policies SS1, SD1, SD3 and the guidance provided in Skyline: Watford's Approach to Taller Buildings adopted 2016.

### Informatives

1. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health & Safety at Work Act 1974, The Clean Air Act 1993 and The Environmental Protection Act 1990.

In order to minimise impact of noise, any works associated with the development which are audible at the site boundary should be restricted to the following hours:

- Monday to Friday 8am to 6pm
- Saturdays 8am to 1pm
- Noisy work is prohibited on Sundays and bank holidays

Instructions should be given to ensure that vehicles and plant entering and leaving the site comply with the stated hours of work.

Further details for both the applicant and those potentially affected by construction noise can be found on the Council's website at:

[https://www.watford.gov.uk/info/20010/your\\_environment/188/neighbour\\_complaints\\_%E2%80%93\\_construction\\_noise](https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise).

2. This development may be considered a chargeable development for the purposes of the Community Infrastructure Regulations 2010 (as amended). The charge is non-negotiable and is calculated at the time planning permission is granted. The charge is based on the net increase of gross internal floor area of the proposed development.

A person or party must assume liability to pay the levy using the assumption of liability form 1 which should be sent to the CIL Officer, Regeneration and Development, Watford Borough Council, Town Hall, Watford, WD17 3EX or via email (semeta.bloomfield@watford.gov.uk).

If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course. Failure to adhere to the

Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure a financial payment towards the provision of affordable housing in the Borough and to exclude the development from the local controlled parking zone.
4. All new developments granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on [streetnamenumbers@watford.gov.uk](mailto:streetnamenumbers@watford.gov.uk) or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.
5. With respect to crime prevention issues you are advised to follow the following:
  - It will be important for residents when returning to their home, that the walkway from Clarendon Road to the residential block is welcoming with suitable lighting, so as to reduce any fear of crime. I would recommend suitable CCTV coverage of the outside area as well as the ground floor entrance areas, to help deter any offenders.
  - The basement parking to be secured with suitable access control for vehicle access. This will help protect parking for the intended users, as well as protecting this area from criminals and rough sleepers, and thus reducing a fear in crime for users. The stair core areas from the basement parking will need to be to a security level to stop tailgaters gaining access to the residential and commercial internal areas.
  - In October 2015, Approved Document Q (ADQ) came into force that requires under Building Regulations dwellings are built to “Prevent Unauthorised Access”. This applies to any “dwelling and any part of a building from which access can be gained to a flat within the building”. Achieving the Secured by Design (SBD) award meets the

requirements of Approved Document Q (ADQ), and there is no charge for applying for the Secured by Design award. Further details are available from Hertfordshire Police Crime Prevention Design Advisors at 01707-355226.

- The development to adhere to the physical security standards of Secured by Design.
6. 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. The Council also gave advice on the proposal and sought amendments during the application process.

**Drawing numbers**

PL\_005, 099, 100101, 106, 107, 108, 109, 110, 111, 120, 201, 202, 301, 302, 303, 304, 305, 501, 502, 503, 504, 505 and 521

**Documents;**

- Environmental Strategy File: PL\_650
- Environmental Strategy File: PL\_651
- Environmental Strategy File: PL\_652
  
- CGI's:
- View from Clarendon Road: PL\_603 Rev 01
- View from Clarendon Road: PL\_604 Rev 01
- Streetview from Monmouth Road PL\_605 Rev 02
- View of the Residential Entrance PL\_606 Rev 01
- View of the Residential Roof Garden PL\_607 Rev 01
- Design and Access Statement (Bogle Architects);
  
- Application Form (JLL);
- CIL Form (JLL);
- Covering Letter (JLL);
- Planning Policy Statement (JLL);
- Statement of Community Involvement (JLL);

- Transport Statement (Markides Associates);
- Travel Plan (Markides Associates);
- Sustainability Statement (Hodkinson);
- Energy Statement (Hodkinson);
- Daylight and Sunlight Report (Eb7);
- Drainage Strategy (ESI);
- Wind Microclimate Assessment (RWDI);
- Landscape Design Statement (Bradley Murphy Design)

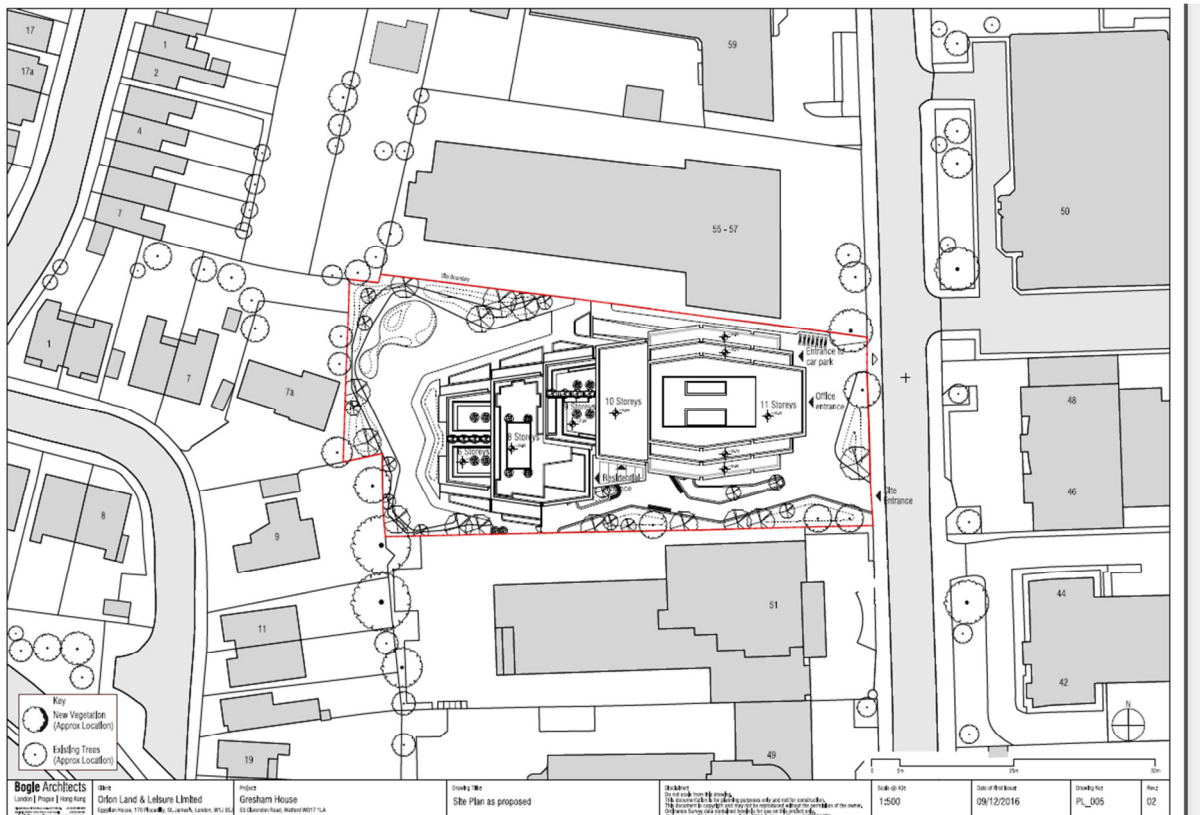
**Case Officer: Habib Neshat**

Tel: 01923 278285

Email: [habib.neshat@watford.gov.uk](mailto:habib.neshat@watford.gov.uk)



1. The location of the application site







Existing building viewed from Monmouth Street



The proposed Building



The existing building



The existing building



The proposed building





3-D Model







Proposed front elevation

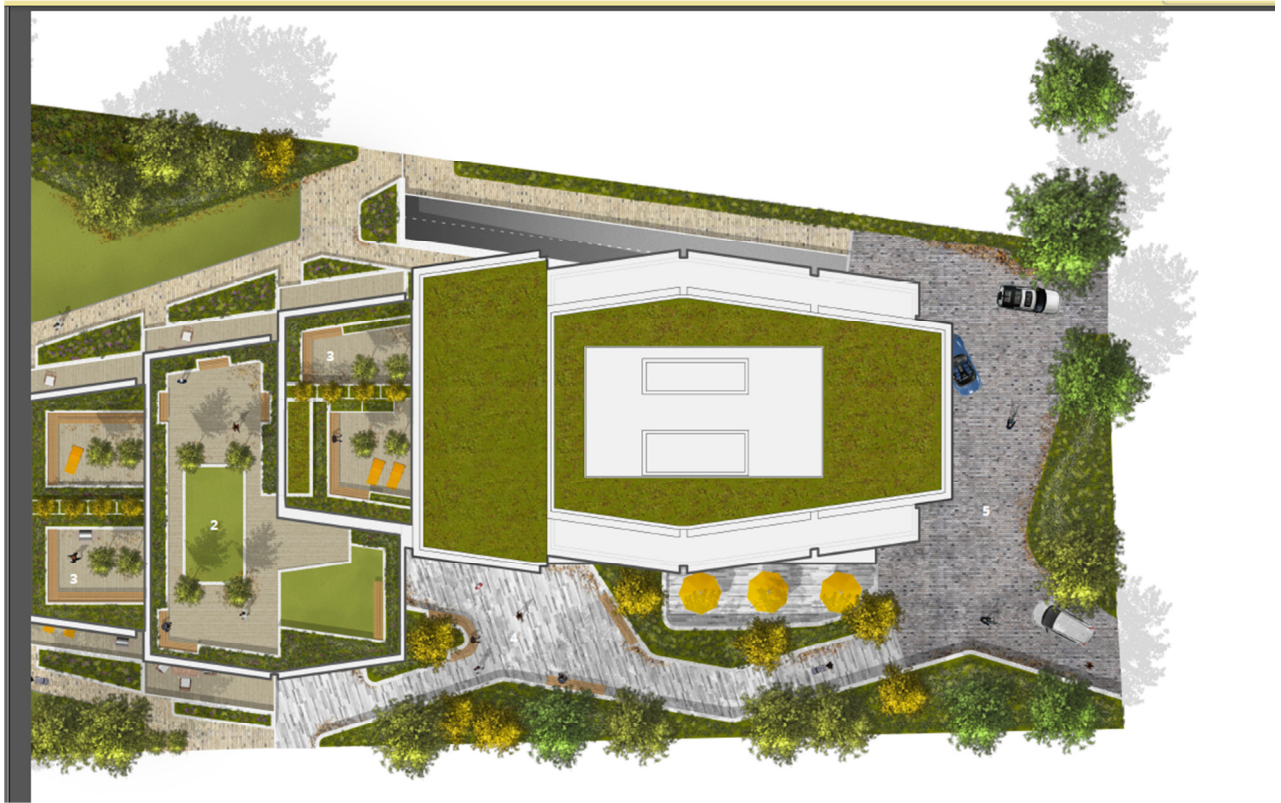


Proposed section across the site





## 6. Landscaping details







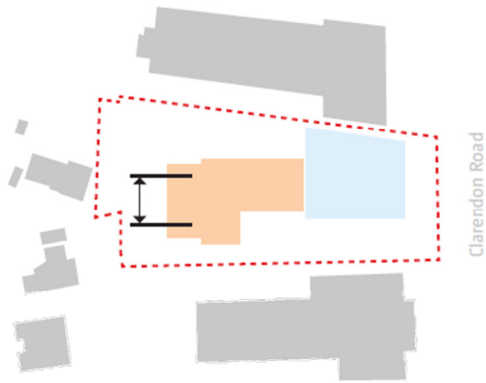
The access way to the residential flats



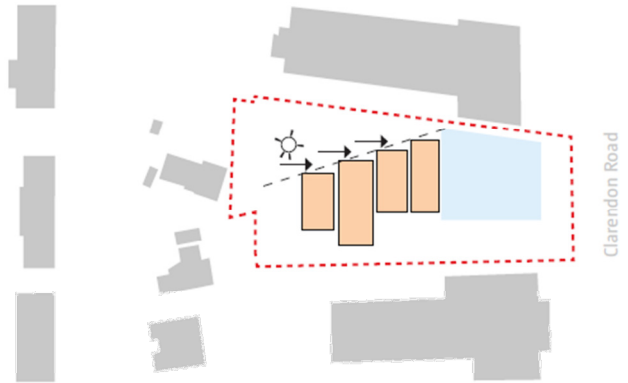
Terrace at 8<sup>th</sup> floor



at the rear;

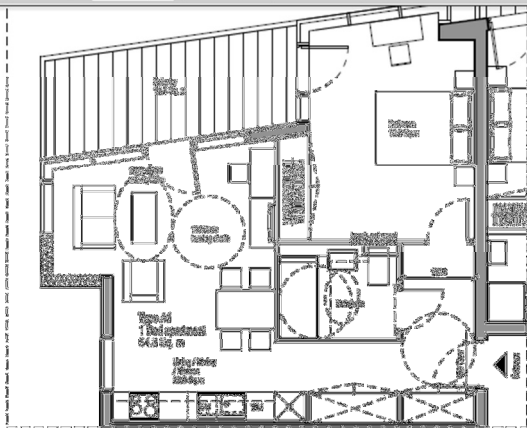


Adjusting the rear to reduce impact...

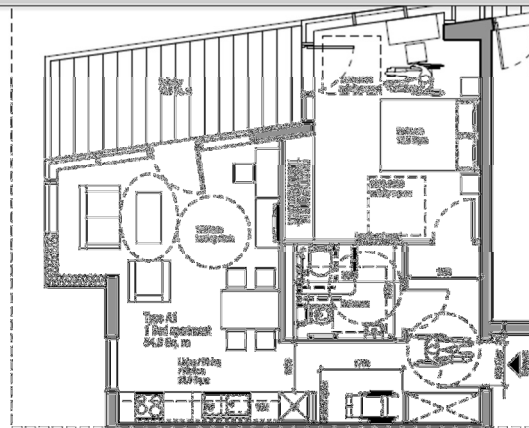


Stepping the north facade to improve aspect...

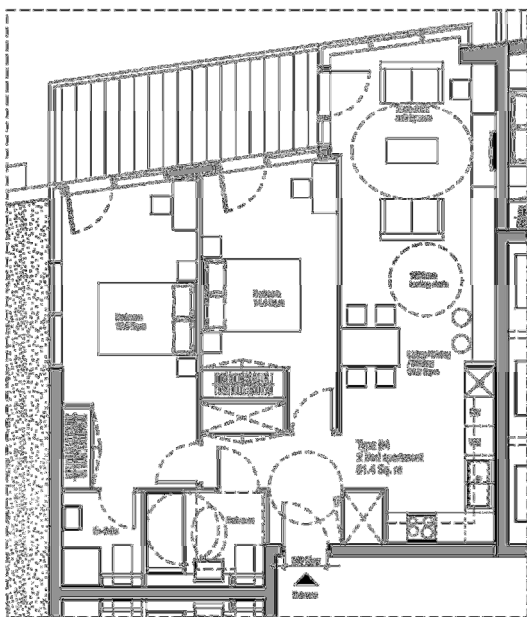
### 1. Sunlight to all flats



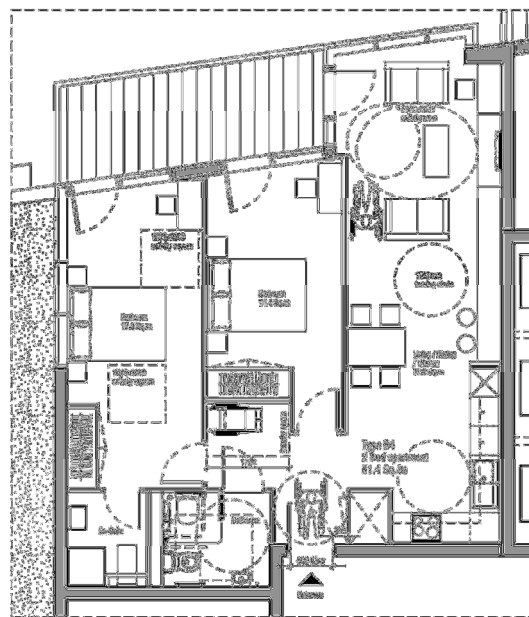
01 Type A1  
64.8 sq. m



02 Type A1 Converted as Wheelchair Accessible Apartment  
64.8 sq. m



Type A4  
61.4 sq. m



Type A4  
61.4 sq. m

