

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Date of Committee:	8th March 2017
Site address:	53, Clarendon Road
Reference number:	15/01787/FULM
Description of development:	The redevelopment of the site to provide a mixed use development with the erection of a building up to 11 storeys in height comprising 6,247m² of B1 office accommodation, 140m² of coffee bar use and 59 dwelling units 21 of which will be affordable.
Applicant:	Orion Land and Leisure and KKP (No.2) Trustee Limited
Date received:	24th December 2015
13 week date (major):	17th March 2016
Ward:	Central

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 6,247m² of B1 office accommodation, 140m² 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
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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 4,494m². The rear part of the site is occupied by a single decked car park. It is located on the western side of Clarendon Road to the south of the junction with St John's Road. It has an east-west orientation with a single frontage to Clarendon Road and backs on to residential properties in Monmouth Road to the west. To the north and south the site is adjoined by existing office buildings of 5 storeys in height.
- 2.2 The site is not within a conservation area and does not adjoin any locally or nationally listed buildings. 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 6,247m² of B1 office accommodation, 140m² 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 (4850m²) and erection of a five storey office building (5390m²) 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 20th November 2014 planning application Ref; 14/01363/FULM was received for the demolition of existing building and redevelopment of the site with the erection of a building up to 10 storeys in height comprising 4,648m² office floorspace (Class B1(a)) and 44 residential flats. The scheme was presented to committee on 31st March 2015 for refusal. However, there was no determination on this, the application was deferred at the committee and was subsequently withdrawn.
- 4.7 On 24th December 2015 a scheme was submitted for the demolition of the building and the erection of two separate blocks to accommodate offices to the front block and a multi façade residential building to the rear. However, the officers had 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

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.

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 6247m². 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 2148m² of amenity space, of which about 1450m² 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 815m² 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 4,648m² 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 £120m² and for offices is £0m². 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.

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.

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.

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 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

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