

DEVELOPMENT CONTROL COMMITTEE

13th MARCH 2014

UPDATE SHEET

Item 5

13/01324/FULM – 36, Clarendon Road

ADDITIONAL REPRESENTATIONS

Three additional letters of objection and a petition have been received objecting to the application.

Letter 1

“The proposals are stepped and staggered at the back but are massive, out of scale and architecturally crude in the front :-

1. The prominent corner on Clarendon Road is dealt with in poor way, for instance, it is not” turned”.
2. The scale, modelling, treatment, detailing, finishes and architectural handling of the offices is greatly different to the residential portion. So much so that not only is the townscape affected badly but it appears that 2 designers worked on the 2 sections separately and not collaboratively.

The development seems to have been badly affected by a decision to put all the parking at ground level.

The proposal to demolish the Villa certainly facilitates this decision.”

Two sketch drawings have also been submitted to illustrate how the site could be developed whilst retaining the existing Victorian villa.

Letter 2

The following objections are made:

- Loss of another complete Victorian villa is a crime against the history and heritage of Watford.
- The building should be retained and incorporated into a development of the site.

Letter 3

The following objections are made:

- Current building is locally protected. Proposed development may be in keeping with current developments on Clarendon Road but seems foolish to protect a building then knock it down. Redevelopment should retain the building.
- Would add yet another office development to the current empty local offices.
- Proposal will add to already heavy traffic on Clarendon Road.

Petition

A petition with 135 signatories has also been received objecting to the application on the following grounds:-

“I/We believe that 36 Clarendon Road, being one of the last Victorian villas of its type in Watford and has historic significance to the Town in that it was the home of the former Watford MP from 1910-43 who was Deputy Speaker of the House of Commons should be saved from demolition. I/We urge English Heritage to “list” the building and for Watford Council to reject its demolition if at all possible.”

REQUEST FOR LISTING OF BUILDING

Following the submission of the application, a request to list the Victorian villa was made by a local resident (and subsequently also by a County Councillor) to English Heritage. In a decision issued on 7th March, English Heritage have rejected this application. The reasons given for this decision are as follows:

On the basis of the evidence to hand, 36 Clarendon Road is not recommended for listing for the following principal reasons:

- * Architectural interest: it is a typical villa of the mid-Victorian period, and does not display innovation in design, unusually fine craftsmanship or significant architectural quality;
- * Historic interest: although it was the home of Sir Dennis Herbert, MP for Watford, he is a figure of local rather than national interest;
- * Interior: the quality and intactness of the interior is unknown but, based on the typical design of the elevations, any surviving decorative features or fixtures are likely to be of a similar standard.

Conclusion: Whilst 36 Clarendon Road is of local architectural and historic interest, it does not meet the criteria for listing in a national context and should not be added to the statutory list.

AMENDED DRAWINGS

The final list of drawings for the application is as follows:

9283/PL 001, 002, 003I, 004M, 005K, 006K, 007K, 008I, 009I, 010I, 011H, 012H, 013H, 014H, 015H, 016H, 017H, 018G.
Topographical Survey GY\2641-1\0001 (Parts 1 and 2).
63040-TS-003B.

ADDITIONAL COMMENTS FROM HIGHWAYS AUTHORITY

The Highway Authority have confirmed that they do not wish to restrict the grant of planning permission, subject to the imposition of appropriate conditions. They have commented as follows:

Access

A Transport Statement was submitted in support of this planning application. The existing site has two access points with ingress from Clarendon Road and egress onto Gartlet Road, vehicles used to operate a one-way system around the site.

To access the site two accesses will be required a crossover from Clarendon Road and a bellmouth access from Gartlet Road. Drawing number 63040-TS-003 Rev B shows the proposed access arrangement in principle. They are acceptable to the Highway Authority. The existing accesses on Clarendon Road and Gartlet Road should be stopped up and reinstated as verge and footway.

Parking

The parking and access arrangements as shown on drawing number 63040-TS-003 Rev B are acceptable. There is sufficient turning space and vehicles will be able to enter and leave the site in a forward gear.

Proposed Lay-by and Visibility Splay

Drawing number 63040-TS-003 Rev B shows there would be a lay-by provision on the south side of Gartlet Road with the proposed development. Gartlet Road is subject to a 20mph speed limit and approaching vehicle speeds are reduced by the need to turn from Clarendon Road over a raised entry hump at the junction. A 15mph speed limit approach speed is appropriate in this circumstance. The drawing 63040-TS-003 Rev B shows a

residential access layout which achieves a 2.4m by 18m visibility splay to the carriageway edge with a refuse lorry present in the proposed service lay-by. When no vehicle is present in this lay-by, which will be the majority of the time, the sightline achieved is 34m.

Proposed build-out

By introducing a kerb build-out on the corner of Gartlet Road with Clarendon Road and narrowing the carriageway slightly to the east of the junction a minimum width of 5.5m would be provided alongside the existing parking bay. In this way the applicant can provide new footway on the south side of Gartlet Road partly within existing highway and partly using land within the site. The reduced width at Clarendon Road will help pedestrians using the eastern footway by reducing the crossing width.

Relocation of the Signal Controlled Crossing in Clarendon Road

The drawing 63040-TS-003 Rev B shows the proposed layout with the pedestrian crossing relocated so that it is a similar distance north of the proposed office car park access. This has the effect of reducing the distance from the crossing to the junction from 20m to 16m which we believe to be a safe compromise.

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.

They have also requested a financial contribution of £24,875 towards but not limited to sustainable transport measures identified in the South West Hertfordshire Transport Plan and/or implementation of the Clarendon Road Urban Realm project and/or Real Time passenger Information screens at nearby bus stops.

AMENDED CONDITIONS

Condition 2 is amended to reflect the final list of drawings for approval:

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

9283/PL 001, 002, 003I, 004M, 005K, 006K, 007K, 008I, 009I, 010I, 011H, 012H, 013H, 014H, 015H, 016H, 017H, 018G.

Topographical Survey GY\2641-1\0001 (Parts 1 and 2).
63040-TS-003B.

The following conditions have been amended to provide greater clarity:

5. The development shall be constructed to Code Level 4 of the Code for Sustainable Homes (residential element) and BREEAM Very Good (office element) in accordance with the pre-assessments contained in the Sustainability Statement by XCO2 Energy(dated December 2013). No part of the residential element shall be occupied until a post-completion certificate, to certify that the respective Code Level 4 has been achieved, has been submitted to and approved in writing by the Local Planning Authority. No part of the office element shall be occupied until a post-completion certificate to certify that the BREEAM Very Good standard has been achieved has been submitted to and approved in writing by the Local Planning Authority.
18. No part of the residential element shall be occupied until the 24 car parking spaces shown on the approved drawings (unless otherwise approved in writing by the Local Planning Authority) have been laid out and constructed in full. These spaces shall be retained at all times for the parking of cars. No part of the office element shall be occupied until the 19 car parking spaces shown on the approved drawings (unless otherwise approved in writing by the Local Planning Authority) have been laid out and constructed in full. These spaces shall be retained at all times for the parking of cars.
19. No part of the residential element shall be occupied until the bin and cycle stores related to the residential element have been provided in accordance with the approved drawings (unless otherwise approved in writing by the Local Planning Authority). No part of the office element shall be occupied until the bin and cycle stores related to the office element have been provided in accordance with the approved drawings (unless otherwise approved in writing by the Local Planning Authority). The respective stores shall be retained at all times for bin storage and cycle storage only and shall not be used for any other purpose.