



**WATFORD  
BOROUGH  
COUNCIL**

# **DEVELOPMENT MANAGEMENT COMMITTEE**

**3 January 2018**

**7.00 pm**

**Town Hall**

**Contact**

Ishbel Morren

[legalanddemocratic@watford.gov.uk](mailto:legalanddemocratic@watford.gov.uk)

01923 278375

For further information about attending meetings please visit the council's [website](#).

**Publication date: 15 December 2017**

# Committee Membership

Councillor P Jeffree (Chair)

Councillor S Johnson (Vice-Chair)

Councillors D Barks, S Bashir, N Bell, P Kent, R Laird, I Sharpe and M Turmaine

## 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 meeting held on 29 November 2017 to be submitted and signed.

### 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. **17/01367/FULM 16-18, St Albans Road and former Kingham Memorial Hall car park, St John's Road** (Pages 4 - 33)

Redevelopment of existing garage and surface parking areas for 90 one and two bedroom apartments in one 8 storey building and one 10 storey building

5. **17/01436/FUL 25 Cassiobury Park Avenue** (Pages 34 - 51)

Erection of part single storey and part two storey rear extension and the conversion of the enlarged dwelling to two apartments

**6. 17/01413/FULM and 17/01414/LBC 147a, 149a, 149b and land to the rear of 149 St Albans Road (Pages 52 - 107)**

Planning consent for the redevelopment of the site to provide a mixed use scheme comprising 150 residential units, flexible commercial units and use of the Old Station building as an artisan tap room and/or community space

Listed building consent (at 147a only) for alterations to the Old Station building

**7. 17/00779/FULM Wetherspoon House, Reeds Crescent (Pages 108 - 127)**

Mixed used development in a 3 storey building over existing basement car park, comprising 40 hotel rooms, conference rooms, kitchen and dining facilities and 8 residential units

# Agenda Item 4

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>3<sup>rd</sup> January 2018</b>
Site address:	<b>16-18, St Albans Road and former Kingham Memorial Hall car park, St John's Road</b>
Reference Number:	<b>17/01367/FULM</b>
Description of Development:	<b>Redevelopment of existing garage and surface parking areas for 90 one and two bedroom apartments in one 8 storey building and one 10 storey building with associated hard and soft landscaping areas</b>
Applicant:	<b>St Albans Road Limited</b>
Date Received:	<b>3<sup>rd</sup> October 2017</b>
13 week date (major):	<b>2<sup>nd</sup> January 2018</b>
Ward:	<b>Central</b>

## **1.0 Site and surroundings**

- 1.1 The site is located on the eastern side of St Albans Road and comprises 2 plots of land either side of the junction with St John's Road. The southern plot comprises a single storey car dealership with ancillary workshops and car display areas. This adjoins Flanders Court to the south, a block of 123 flats up to 9 storeys high, and a detached, 2 storey property to the east occupied by The Samaritans. The northern plot comprises an open car park area for the display of cars for sale and customer parking associated with the car dealership. This adjoins Benskin House to the north, a block of 28 flats 7 storeys high, and 34, St John's Road to the east, a 2 storey semi-detached house. This plot of land is set back from the St Albans Road frontage behind the pedestrian subway.
- 1.2 This section of St Albans Road is characterised by taller buildings, including Flanders Court, Benskin House and the Bravo Quarters (formerly the Park Inn hotel). On the opposite side of St Albans Road is Caledonian House. A proposal for the redevelopment of this site with a residential building up to 8 storeys was recently granted on appeal. Construction has not yet commenced. To the east, between St Albans Road and Clarendon Road, is a residential enclave characterised by 2 storey dwellings dating from the Victorian and Edwardian periods but with later infill

evident. Clarendon Road itself is characterised by large scale commercial buildings.

## **2.0 Proposed development**

2.1 To demolish the existing building on the site and erect 2 blocks of flats:

i) Southern plot – A block of 60 flats (comprising 20 x 1 bed and 40 x 2 bed) with the main building 10 storeys high facing St Albans Road and a 3 storey element fronting St John’s Road.

ii) Northern plot – A block of 30 flats (all 2 bed) with the main building 8 storeys high fronting St Albans Road and a 3 storey element fronting St John’s Road. This block will provide all affordable housing with 25 flats for affordable rent and 5 flats for shared ownership.

Each block will be served by its own bin and cycle stores. The proposal is car-free with no on-site parking provided.

## **3.0 Relevant planning history**

3.1 The following planning history is relevant to this application:

i) Northern plot

The Kingham Memorial Temperance Hall that formerly occupied the northern plot was demolished in 1992 with temporary use as a car park (92/0177/9). Permanent use of the site as a car park for the car dealership was granted in 1997 (97/0396/9).

ii) Southern plot

9/0338/89 – Formation of vehicle hardstanding and use for display and sale of motor vehicles. Planning permission granted in August 1989.

94/0053/9 – Erection of car showroom with associated car parking, demolition of 16 and 18 St Albans Road and replacement with parking for display and customer cars and alterations to existing workshop. Planning permission granted September 1994.

94/0478/9 – Erection of a conservatory and two storey front extension for car showroom and associated parts store together with managers flat. Planning permission granted in February 1995.

## 4.0 Planning policies

### 4.1 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.*

### 4.2 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*  
*Watford Character of Area Study*  
Skyline

### 4.3 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 10 Meeting the challenge of climate change, flooding and coastal change

Section 12 Conserving and enhancing the historic environment

Decision taking

4.4 In January 2016 the Council received the South West Hertfordshire Strategic Housing Market Assessment and associated Economic Study 2016 (SHMA) which set out an Objectively Assessed Need (OAN) for housing in the Borough that exceeds the levels in the Core Strategy. The Court of Appeal has recently confirmed that a

“realistic prospect” of a site coming forward within the required timeframe will be sufficient to meet the deliverability test set by national planning policy, thereby endorsing an earlier decision of Mr Justice Ouseley (St Modwen Developments Limited v Secretary of State for Communities and Local Government & Ors. Case Number: C1/2016/2001 ). Officers have undertaken a recent review of the housing supply having regard to these judgements and are of the view that the Council is able to demonstrate a 5 year supply based on the OAN. Accordingly, the Council’s housing policies can be considered up to date.

## 5.0 Consultations

### 5.1 Neighbour consultations

Letters were sent to 361 properties in Flanders Court, Benskin House, St John’s Road, St Albans Road, Franklin Road, Wellington Road, Albert Road North, Malden Road and Essex Road. Letters of reply were received from 20 properties with 18 raising objections. These are summarised in the table below:

Representations	Officer’s response
Loss of sunlight to garden areas and rear of properties on Franklin Road.	Due to the distance of the proposed tall buildings from these properties, they will not give rise to any significant loss of sunlight. See Section 6.6 of the report.
Overlooking and loss of privacy to gardens of properties in Franklin Road.	Due to the distance of the proposed tall buildings from these properties, they will not give rise to any significant loss of privacy. See Section 6.6 of the report.
Loss of outlook from properties in Franklin Road.	Due to the distance of the proposed tall buildings from these properties, they will not give rise to any significant loss of outlook. See Section 6.6 of the report.
Overshadowing and loss of light and privacy to properties in St John’s Road.	Due to the tall buildings being sited due west of the houses in St John’s Road, they will not have any significant adverse impact on the amenities of these properties.
Already experience noise from the balconies on Benskin House.	Where excessive noise is considered to constitute a noise nuisance, Environmental health can investigate and take appropriate action under environmental protection legislation.
10 and 8 storey blocks are not in keeping with the surrounding 2	The existing buildings fronting St Albans Road are of a different scale to those to the

storey houses.	east of St Albans Road. The site is adjoined by existing buildings 7-9 storeys high. Their scale is appropriate in this context.
Car parking is already a significant problem in this area. No parking provision will make this worse.	The site is in a sustainable location where national and local policies encourage reduced parking or car-free parking in principle. The development can also be excluded from the local controlled parking zone.
CPZ hours should be extended into the evening to prevent on-street parking once the CPZ ends at 6.30pm.	This is a separate matter that will need to be the subject of a public consultation by the Council.
Residents from Flanders Court and Benskin House alleged to park on double yellow lines and within disabled parking bays at Suthergrey House Medical Centre.	This is a matter for enforcement by the Council's Parking Service and the owners of Suthergrey House respectively.
Schools, hospitals and health centres are already oversubscribed.	The development will be liable for a Community Infrastructure Levy charge towards local infrastructure based upon the net additional floorspace created.
Design very generic and will not add to the appeal of the area. Will not stand the test of time.	The design is contemporary and appropriate for this site, fronting St Albans Road and adjoining St John's Road, 2 very different character areas. The main facing material is brick which is more robust and longer lasting than render and timber cladding.
Rear 3 storey elements should be more sympathetic in design.	The proposed flat roof design of these elements is considered the appropriate design response (rather than a traditional pitched roof) to maintain the integrity of the new buildings.

## 5.2 Statutory publicity

The application was publicised by 2 site notices posted on 25<sup>th</sup> October 2017 and by advertisement in the Watford Observer published on 3<sup>rd</sup> November 2017. The site notice period expired on 17<sup>th</sup> November 2017 and the newspaper advertisement period expired on 24<sup>th</sup> November 2017.



### 5.3 Technical consultations

The following responses have been received from technical consultees:

#### 5.3.1 Hertfordshire County Council (Highways Authority)

Has no objection to the proposed scheme but has requested conditions relating to construction traffic management, servicing and deliveries, and emergency access. *[These conditions are not considered acceptable or appropriate as they do not satisfy the relevant tests for conditions. The Council as the Local Planning Authority cannot control construction vehicles using the public highway or service/delivery vehicles serving the completed development. Emergency access will be directly from St John's Road as the development does not include any internal access roads or parking areas. A Travel Plan has also been requested but this is not considered necessary for a wholly residential scheme in a sustainable location]*

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

Objected to the original surface water drainage scheme as required further information. This information was subsequently submitted by the applicant's consultants but it was not possible for the County Council to review this information before the committee agenda was published. The County Council's final comments and any conditions required will be reported at the committee meeting.

#### 5.3.3 Thames Water

Has no objection with regard to sewerage capacity. Has requested a condition requiring no piling to take place until a method statement has been agreed. This is to protect underground sewers.

#### 5.3.4 Planning Policy

Raise no objection to the overall scale of the proposed buildings or their design. Made various detailed suggestions for improving the proposal including the removal of projecting balconies on the noisy St Albans Road frontage to improve the amenity of the flats *[these have now been replaced with winter gardens]*, the provision of separate entrances to the ground floor flats fronting St Albans Road *[this has not been incorporated as it was considered to reduce the legibility of the main buildings – the 3 storey elements do incorporate separate ground floor entrances]*, and further details of the cycle storage, detailed design elements and landscaping *[these can be secured by condition]*.

#### 5.3.5 Housing

The Housing team initially commented as follows on the submitted application:

“The proposal provides 32 affordable housing units so meets the 35%, however the

proposed split of 16 rented affordable housing units and 16 LCHO/intermediate units does not meet the policy requirements. The households on our housing register are seeking assistance from the Council as they are homeless or in housing need i.e. living in inadequate housing. They are seeking housing assistance as they cannot find suitable and affordable housing on the private market. Shared Ownership or other LCHO products are neither affordable nor accessible to the households on our housing register. The proposal does not specify the unit type/size for the affordable housing. We would want the vast majority, if not all, of the affordable and social rented units to be 2 bedroom accommodation. On the above basis, the Housing Service does not support this application for planning.”

Subsequently, a meeting was held with the applicant and a revised design for the northern affordable block was agreed incorporating all 2 bed units with 83% of units for affordable rent (see Section 6.5 below). This provision has now been agreed by the Housing team:

“The Housing Service can now support this application. The mix of affordable housing units offered is favourable, with recognition of the Council’s need for family sized rented affordable housing. The full site is 22% 1 beds and 78% 2 beds, despite that all 30 affordable housing units being offered are 2 beds, with 24 of those units being the larger 2 bed 4 person units.

“The affordable housing units are split across 2 cores, A and B. Core A has 25 x 2 beds and Core B has 5 x 2 beds. That lends itself to an obvious and reasonable split of Core A - 25 units of rented affordable housing (85% of total affordable housing), and Core B - 5 units of LCHO (15% of total affordable housing).

“I would still like to see whether within the 25 rented units in Core A, a small proportion could be social rented, maybe 1 or 2 floors, ideally 6 units. The provision of social rented tenure as well as affordable rented tenure is desirable and would ensure the site fully meets policy requirements. If unachievable, the Housing Service would still support the application due to the high proportion of 2 bedroom units and 2 bedroom 4 person units.”

#### 5.3.6 Environmental Health

No objections to the proposed scheme subject to appropriate conditions relating to noise mitigation measures for the proposed flats and land remediation of the site.

## 6.0 **Appraisal**

### 6.1 **Main issues**

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

- (a) Principle of the use
- (b) Scale and design
- (c) Quality of residential accommodation
- (d) Affordable housing provision
- (e) Impacts on surrounding properties
- (f) Transport, servicing and parking
- (g) Environmental considerations

## 6.2 (a) Principle of the use

The northern plot was in use as a community hall up until 1992 when it was demolished and the land used for car parking. The southern plot has a long history of employment use related to the motor trade. Both plots of land are currently in use as a Fiat car dealership (Palmers). This use is due to cease shortly when the Fiat dealership relocates to Greenhill Crescent as part of Palmers existing Peugeot/Citroen car dealership. The site is not designated as employment land and both plots of land are adjoined on all sides by residential development. The site is suitable as a windfall housing site as it comprises previously developed land, is close to public transport in the town centre and Watford Junction, is close to a wide range of facilities in the town centre, is not at risk of flooding, is of no ecological or cultural value, and will be compatible with adjoining land uses. The proposed 90 flats will make a significant contribution to the borough's housing supply.

## 6.3 (b) Scale and design

The proposed blocks form a new gateway feature to St John's Road and infill the existing gap within the St Albans Road streetscene at this point. Both of the adjoining buildings, Flanders Court and Benskin House, were designed in anticipation of the application site coming forward for a similar scale of development. Flanders Court has a large, blank elevation facing the site with no windows in acknowledgement of the fact that the car dealership would be likely to come forward for development. Similarly, Benskin House was designed with a mono-pitch roof rising towards the site with only small, secondary windows on the flank elevation. Both of these buildings are 7 storeys high where they adjoin the application site. Flanders Court steps up to, effectively, 9 storeys at the corner facing the Town Hall roundabout. To the north of Benskin House, Bravo Quarters is also 7 storeys high. The principle of tall buildings of a similar 7-9 storey scale on the application site is therefore acceptable in principle.

- 6.3.1 The proposed blocks have been designed as a pair, framing the junction with St John's Road. They adopt a contemporary design style with facing brick as the main material, reflecting current design styles. The main facades are simple with little detailing providing a robust brick frame with the window and balcony fenestration

giving a strong vertical emphasis and interest to the facades. The lower 2 levels in each case are in a contrasting brick to form a base or plinth for the buildings. On the southern block, winter balconies form projecting bays at ground-third floor levels with larger windows in between. On the upper floors, open balconies are used with smaller intervening windows. On the northern block, the winter balconies and open balconies are recessed into the frame of the building but the same hierarchy of windows is used within the facade. The southern block, being the larger of the two, incorporates recessed top floors in a contrasting fibre cement panel to 'cap' the building, in a similar way to Flanders Court. The northern block does not incorporate this feature, reflecting the roof design of the adjoining Benskin House and Bravo Quarters buildings.

- 6.3.2 The southern block is 8 storeys adjoining Flanders Court before stepping up to 10 storeys towards the corner. The 8 storey element is very similar in height to Flanders Court, which is taller at ground and first floor levels due to the Ex-Servicemen's Social Club which occupies the ground floor of the building. The 10 storey element is also of a similar scale to the corner rotunda feature facing the Town hall roundabout, with the top parapet level being the same height as the top of the rotunda feature.
- 6.3.3 Both blocks successfully address their respective corners and provide a strong return frontage to St John's Road before stepping down to 3 storeys to reflect the scale of the existing 2 storey houses in this road. The ground and first floor levels are in facing brick, the same as the main elements, and match the eaves levels of the adjacent houses. The second floor is recessed and in the contrasting fibre cement panel used on the southern block, aligning with the ridgelines of the adjacent houses. This provides a satisfactory transition between the larger scale buildings fronting St Albans Road and the smaller scale houses to the east.
- 6.3.4 Both of the main 8 and 10 storey elements have their main entrances on St John's Road while the 3 storey elements also incorporate individual entrances for the ground floor flats, reflecting the regular rhythm of front doors seen on the adjacent houses. The bin and cycle stores are also accessed from St John's Road. This ensures high levels of pedestrian activity on the residential road frontage.
- 6.3.5 Overall, it is considered that the proposal provides a successful design response to this transition site. The larger scale elements fronting St Albans Road complete this section of the streetscene providing a robust frontage to this busy road. The buildings then step down significantly to respect the scale of houses on St John's Road. The use of brick as the main facing material will ensure the long term quality of the building. The adjoining Benskin House is a good example of a successful brick building with simple, good quality brick facades with a strong vertical emphasis

through the fenestration.

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

All of the proposed residential flats will meet or exceed the nationally described space standards for new residential dwellings. All of the flats will also have good levels of natural light, outlook and privacy. The majority of the flats are dual aspect and all have their main living rooms orientated east, south or west to receive direct sunlight. Due to the relatively small areas of each of the plots, there is only limited provision for communal amenity space at ground floor level. However, all of the flats will have private balconies or winter gardens that will provide directly accessible private space for each flat. This is commonly the way private amenity space is provided in high density developments in sustainable locations and is acceptable for this site.

- 6.4.1 A noise impact assessment has been submitted with the application to assess potential noise impacts from road traffic on St Albans Road on the proposed flats. This has concluded that additional acoustic double glazing will be required for the flats facing St Albans Road in order to ensure acceptable internal noise levels are achieved in accordance with British Standard BS8233:2014. Also, in order to allow the flats to be adequately ventilated without the need to open windows, mechanical ventilation will also be required, to provide background and purge ventilation. These additional 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 for all major developments, with this provision having a tenure split of 65% affordable rent, 20% social rent and 15% shared ownership. The proposed northern block is allocated entirely for affordable housing in the proposed scheme, a total of 30 flats comprising 6 no. 2 bed, 3 person units and 24 no. 2 bed, 4 person units. The 30 flats equate to a provision of 33% affordable housing by units and 36% by habitable rooms. The proposed tenure split is 25 units (83%) for affordable rent (2 no. 2 bed, 3 person and 23 no. 2 bed, 4 person), comprising the units in the 8 storey building, and 5 units (17%) for shared ownership (4 no. 2 bed, 3 person and 1 no. 2 bed, 4 person) comprising the 3 storey element fronting St John's Road. This provision of affordable housing has been negotiated and agreed with the Housing team with the scheme being redesigned in part to remove 1 bed units and ensure all of the units were 2 bed, with the large majority being 4 person units. Overall, the provision of all 2 bed units, with the majority being 4 person units and for affordable rent, is considered to best meet the current urgent housing needs of the households on the Council's waiting list. This is considered an acceptable and welcome provision of affordable housing to meet the borough's urgent housing needs.

## 6.6 (e) Impacts on surrounding properties

### 6.6.1 i) Flanders Court

The proposed southern block is sited due north of Flanders Court. The front and rear elevations of the 10 storey element align with the front and rear elevations of Flanders Court. As such, the proposed building does not breach a 45° line taken from the rear facing windows and will have no adverse impact on outlook or natural light. The 3 storey element facing St John's Road has rear windows and balconies facing towards the raised communal amenity area of Flanders Court at a distance of 14m. This is in excess of the minimum 11m guideline in the Residential Design Guide. Furthermore, the amenity is communal and is overlooked by a large number of existing flats within Flanders Court. This relationship is therefore considered to be acceptable and will not result in any harmful loss of privacy.

### 6.6.2 ii) Benskin House

The proposed northern block is sited due south of Benskin House. The main 8 storey element does not align with the front and rear elevations of this building due to the presence of the existing pedestrian subway on St Albans Road. This results in the rear elevation projecting 4m beyond the rear elevation of Benskin House at its closest point. In order to minimise the impact of the northern block on Benskin House, the block has been designed to not breach the 45° line taken from the nearest windows above second floor level. This will ensure that any loss of natural light to the nearest windows in Benskin House will not exceed the guidelines in the British Research Establishment's publication 'Site layout planning for sunlight and daylight'. Whilst some loss of natural light and outlook will occur to the nearest windows in Benskin House, this will not be so significant and harmful to merit a refusal of planning permission.

6.6.3 The 3 storey element facing St John's Road has rear windows and balconies facing towards the communal amenity area of Benskin House at a distance of 6m. This is less than the minimum 11m guideline in the Residential Design Guide. However, the amenity is communal and is overlooked by 14 existing flats within Flanders Court. In this case, it is considered that this relationship is acceptable and will not result in any harmful loss of privacy.

### 6.6.4 iii) St John's Road properties

The proposed new blocks are sited due west of the existing properties in St John's Road. The closest properties comprise 2 storey detached and semi-detached houses with the exception of no.45 which is occupied by The Samaritans. The blocks have been designed with 3 storey elements adjacent to the existing properties which reflect the eaves and ridge heights of these properties. This is an appropriate

response to these properties. They do not breach a 45° line taken from the nearest windows to the front or rear and will have no adverse impact on natural light or outlook to these properties.

6.6.5 In terms of overlooking of the rear gardens of these properties, there are windows in the rear, east facing elevations of the 8 and 10 storey elements that face towards these gardens. However, they face the nearest gardens at distances of 32m (northern block) and 38m (southern block) respectively and both these distances are more than sufficient to ensure no significant loss of privacy will occur. Where there are balconies on the rear elevations of the respective 3 storey elements, these have privacy side screens to prevent direct overlooking.

6.6.6 iv) Franklin Road properties

The rear elevations and gardens of these properties (odd numbers only) back on to the Bravo Quarters and Benskin House sites. The northern block does contain windows that face towards these gardens. The main 8 storey block has bedroom windows that face towards these properties at a distance of 35m which is more than sufficient to ensure no significant loss of privacy will occur. The balconies on the rear elevation of the 3 storey element will have oblique views towards these properties over the communal amenity area of Benskin House at a distance of 12m. This is considered to be an acceptable distance and exceeds the minimum guideline of 11m for rear/side relationships. Furthermore, direct views are largely screened by existing trees along the rear boundary of the Benskin House site.

6.7 (f) Transport, servicing and parking

The site is located on the edge of the defined wider town centre area and is within a short walking distance from the town centre and Watford Junction Station. As such, it is a highly sustainable and accessible location well served by public transport. In such a location, car-free development is acceptable and complies with national policy and the Core Strategy. The car-free nature of the development will mean it will not add to existing traffic flows. As the site is located within a controlled parking zone, the development will need to be excluded from this in order to ensure future residents of the development are not entitled to residents permits to park on-street during the operating hours. This can be secured by a s.106 planning obligation in the normal way.

6.7.1 Each of the blocks will have bin storage to serve their respective number of flats. In each case, the main building will have an internal store with direct access to the highway for collection. The flats within the two 3 storey elements will each have separate bin stores at ground level on the site frontage. Details of these can be secured by condition.

6.7.2 Each block will have its own secure and weatherproof cycle storage at 1 space per flat and this is acceptable.

## 6.8 (g) Environmental considerations

### 6.8.1 i) Land contamination

A Phase 1 Desk Study and Phase 2 Environmental Assessment have been submitted with the application. However, these investigations have been limited by the extent of existing structures on the southern plot of land. As such, further investigation will be required to fully assess any contamination on the site from its current and previous uses and to formulate an appropriate remediation strategy. This can be secured by condition.

### 6.8.2 ii) Surface water drainage

A surface water drainage strategy has been submitted with the application. This proposes that all surface water from the site will be discharged via infiltration into the ground water. Both plots will have permeable paving areas and all surface water will be directed to these areas to infiltrate into the ground. In order to ensure no surface water accumulation or flooding, the permeable paving will incorporate an attenuation volume beneath the paving that is sufficient to store predicted surface water flows while infiltration takes place. This strategy is acceptable in principle to Herts. County Council as the Lead Local Flood Authority but their final approval is subject to agreeing the additional information that has been submitted (see paragraph 5.3.2 of this report).

## 7.0 **Community Infrastructure Levy and s.106 planning obligations**

### 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. The CIL charge applicable to the proposed development is £120m<sup>2</sup>.

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

Following the adoption of the Community Infrastructure Levy, 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. The proposed development is one where affordable housing is to be provided on-site and this will



need to be secured. The development will also need to be excluded from the local controlled parking zone and necessary fire hydrants provided to serve the development.

## **8.0 Conclusion**

- 8.1 The site is suitable as a windfall housing site as it comprises previously developed land, is close to public transport in the town centre and Watford Junction, is close to a wide range of facilities in the town centre and will be compatible with adjoining residential uses. The proposed 90 flats will make a significant contribution to the borough's housing supply including 30 affordable housing units. The proposed development is considered to be an appropriate and acceptable response to the context of this site in respect of its scale, design and materials. The proposal will sit comfortably within the streetscene and will strengthen the urban form in this part of St Albans Road.
- 8.2 The proposal will provide residential units of good quality and amenity and will not give rise to any significant harmful impacts to surrounding residential properties. The proposal is car-free which is acceptable in this sustainable and accessible location. The proposal will deliver many planning benefits and is welcomed.
- 8.3 The application is therefore recommended for approval subject to the final comments and approval of the County Council to the proposed surface water drainage scheme and the imposition of any relevant conditions.
- 

## **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.
- 

## **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 30 two bed flats as affordable housing comprising 25 flats for affordable rent and 5 flats for shared ownership.
- 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 issued to this site;
- iii) To secure the provision of fire hydrants to serve the site as required by Hertfordshire County Council;

## 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:-

216012/PA/110A, 120A, 121A, 122A, 123A, 124A, 125A, 126A, 130A, 131A, 132A, 133A, 134A, 135A, 140, 141, 150

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

3. No demolition of the existing buildings or construction of the development shall commence until a detailed scheme to deal with the risks associated with the potential contamination of the site has been submitted to and approved in writing by the Local Planning Authority. That scheme shall include

- i) a site investigation scheme, based on the Desk Study report by Geotechnical and Environmental Associates Limited dated 4<sup>th</sup> May 2017 (ref. J17057), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site;

- ii) the results of the site investigation and risk assessment referred to in (i) above and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
- iii) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (ii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

No changes to these components shall be undertaken without the written approval of the Local Planning Authority. All works shall be carried out in accordance with the approved details.

Reason: This is a pre-commencement condition to ensure any contamination of the ground is identified and remediated in the interests of the health of the future occupiers of the site, in accordance with Policy SE24 of the Watford District Plan 2000.

- 4. No construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy (see Condition 3 above) and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: This is a pre-commencement condition to verify that all contamination has been successfully removed from site following all remediation works in the interests of the health of the future occupiers of the site, in accordance with Policy SE24 of the Watford District Plan 2000.

- 5. 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, in accordance with Policy SE24 of the Watford District Plan 2000.

6. No development (excluding demolition works) shall commence until a noise mitigation scheme for each of the residential dwellings, based upon the recommendations of the Noise Assessment dated September 2017 (SLR Ref. 402.06524.00002.002 by SLR Consulting, has been submitted to and approved by the Local Planning Authority. The scheme shall include the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 for the future occupiers of the dwellings.

7. No development (excluding demolition works) shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings with windows facing St Albans Road has been submitted to and approved in writing by the Local Planning Authority. The system must be capable of providing background and rapid ventilation for cooling with the windows of the respective dwelling remaining closed. The system must not compromise the sound insulation of the façades. Details of the siting of any air intake; extraction units; generators and other mechanical equipment serving this system that are likely to give rise to noise should be submitted, along with details of noise attenuation measures to be incorporated to ensure these units do not give rise to a noise nuisance. No dwelling shall be occupied until the approved ventilation system has been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 and an acceptable level of air quality is achieved in accordance with EU and national air quality limit values for the future occupiers of the dwellings.

8. No development (excluding demolition 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, balconies and privacy screens) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed in 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.

9. No dwelling shall be occupied until a detailed soft landscaping scheme for all the land within the site (based upon the Landscape Design Statement (ref. PRI21395DAS dated August 2017) by ACD Environmental) and Landscape Masterplan has been submitted to and approved in writing by the Local Planning Authority. This shall include new tree and shrub planting. 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 dwelling shall be occupied until a detailed hard landscaping scheme for all the land within the site (based upon the Landscape Design Statement (ref. PRI21395DAS dated August 2017) by ACD Environmental) and Landscape Masterplan 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. No dwelling shall be occupied in the respective blocks until details of the refuse and recycling stores and secure and weatherproof cycle stores to serve the dwellings, as shown in principle on the approved drawings, have been submitted to and approved in writing by the Local Planning Authority and these stores have been constructed as approved and made available for use. These facilities 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.

12. No dwelling shall be occupied in the respective blocks until the existing vehicular crossovers on St John's Road serving both the northern plot of land and the southern plot of land have been removed and the footpaths reinstated.

Reason: In the interests of highway safety and convenience, in accordance with saved Policy T21 of the Watford District Plan 2000.

13. No dwelling shall be occupied in the respective blocks until details of a communal terrestrial television aerial(s) and satellite dish(es) for the block 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.

14. 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 either of the buildings hereby approved.

Reason: In the interests of the character and appearance of the buildings, 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 30 flats as affordable housing, the exclusion of the development from the local controlled parking zone and necessary fire hydrants to serve the development.
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. 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 entered into extensive pre-application discussions with the applicant and requested amendments during the consideration of the application.

6. All works required to be undertaken on the highway network will require an Agreement with the Highway Authority. Before commencing the development the applicant shall contact HCC Highways Development Management, County Hall, Pegs Lane, Hertford, SG13 8DN to obtain their permission and requirements. This is to ensure any work undertaken in the highway is constructed in accordance with the Highway Authority's specification and by a contractor who is authorised to work in the public highway.

Drawing numbers

216012/PA/001, 010, 030, 031, 032, 033, 034

216012/PA/110A, 120A, 121A, 122A, 123A, 124A, 125A, 126A, 130A, 131A, 132A, 133A, 134A, 135A, 140, 141, 150

---

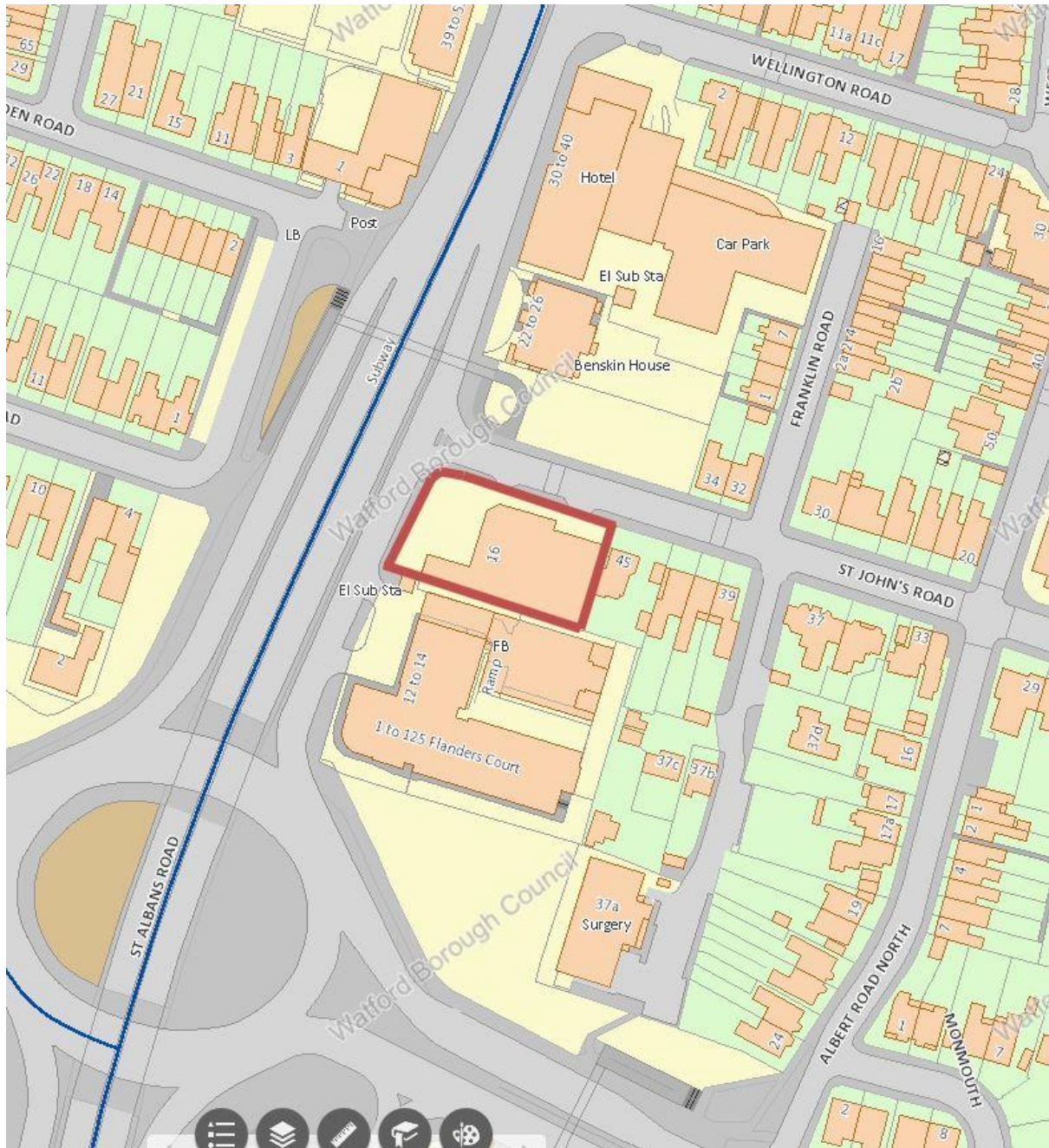
Case Officer: Paul Baxter

Email: paul.baxter@watford.gov.uk

Tel: 01923 278284



16-18 St Albans Road



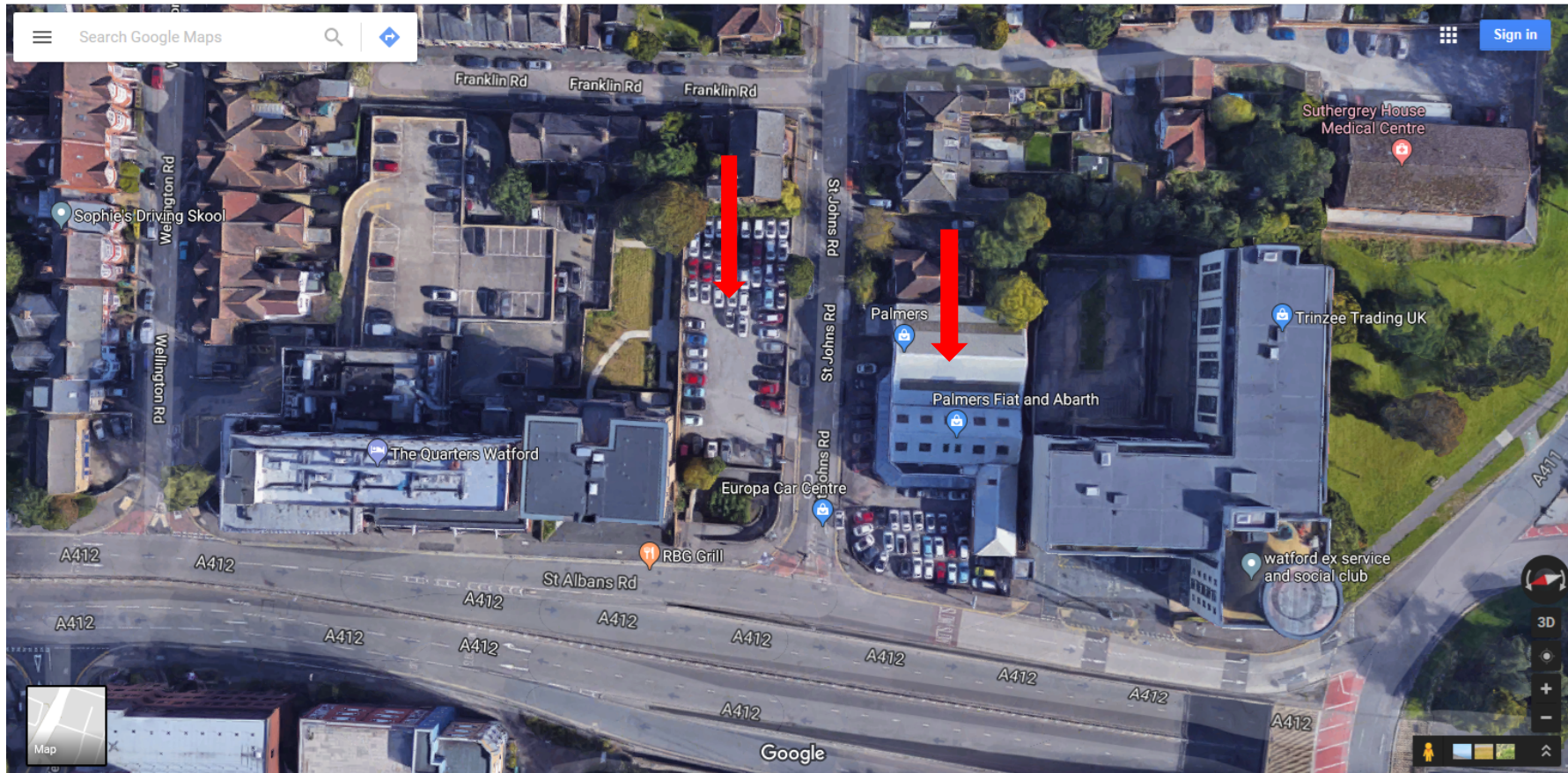


Image from Google Earth



Image from Google Earth



Proposed Ground Floor Plan

general notes  
 Do not scale from these drawings; these drawings are for planning purposes only. KKM Architects take no responsibility for any construction drawings produced from these drawings. This drawing and design is the copyright of KKM Architects, and is not to be used for any purpose without their consent. This drawing to be read in conjunction with all Consultants information.  
 scale 1:200  
 0 1 2 4 10m



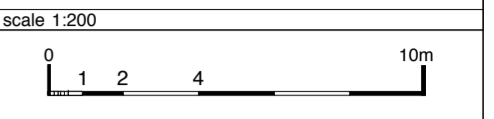
- Boundary treatment**
- ① proposed 1.1m high metal railing over existing wall.
  - ② existing brick wall and 2.05m high close boarded timber fence to remain.
  - ③ existing wall to remain, new closed boarded timber fence on top of existing wall, up to 2m high in total.
  - ④ existing brick wall to remain
  - ⑤ existing 1.5m high brick wall to be removed, proposed 1.1m high metal railing incorporating with brick piers.
  - ⑥ existing 1.2m high brick wall to be removed, proposed 1.1m high metal railing incorporating with metal posts.
  - ⑦ proposed 1.1m high metal railing over existing concrete wall.
  - ⑧ existing 0.9-1.0m high brick wall to remain, proposed 0.6m high metal railing on top.
  - ⑨ existing metal bollards to be removed, proposed 0.9-1.0m high brick wall with metal railing on top, up to 1.5m high in total, boundary finish to be sympathetic with ⑧
  - ⑩ existing lower brick wall to be raised to the same high as ⑨ proposed metal railing on top, up to 1.5m high in total, boundary finish to be sympathetic with ⑧
  - ⑪ proposed 1.5m high lockable metal gate, accessible for residents.
  - ⑫ proposed 1.1m high metal railing.
  - ⑬ proposed 1.1m high timber fence.
  - ⑭ proposed 2m high close boarded timber fence
  - ⑮ proposed dwarf wall with 2m high close boarded timber fence on top.
  - ⑯ existing timber fence to remain.
  - ⑰ proposed 2m high timber gate
  - ⑱ proposed 2m high metal gate

- landscape**
- Ⓐ existing crossover removed, pavement reinstated
  - Ⓑ proposed herbal garden planters
  - Ⓒ proposed raised planters for soft landscape
  - Ⓓ proposed planting area incorporating with a new tree
  - Ⓔ proposed tree in raised planter
  - Ⓕ proposed concrete paving type A
  - Ⓖ proposed concrete paving type B
  - Ⓗ proposed concrete paving type C
  - Ⓙ existing neighbour's tree

- Other**
- wb proposed winter balcony
  - b proposed balcony
  - og obscured glass
  - ps privacy screen
  - - - outline of existing site building
  - A 23/11/17 North Site: unit layout modified, external cycle store removed, refuse and cycle stores adjusted.  
South Site: refuse and cycle stores adjusted.

revision	date	notes
<b>Planning</b>		
scale	date	drawn by / drawing no. / rev.
1:200 @A2	Nov 17	JW 216012/PA/120 A
project		
16 - 18 St Albans Road & former Kingham Memorial Hall Car Park, St Johns Road, Watford		
for		
St Albans Road Limited		
drawing title		
<b>Proposed Ground Floor Plan</b>		

**general notes**  
 Do not scale from these drawings; these drawings are for planning purposes only. KKM Architects takes no responsibility for any construction drawings produced from these drawings. This drawing and design is the copyright of KKM Architects and is not to be used for any purpose without their consent. This drawing to be read in conjunction with all Consultants information.



- wb proposed winter balcony
- b proposed balcony
- og obscured glass
- ps privacy screen



A 23/11/17 North Site: winter balconies indicated, unit layout modified.  
 South Site: winter balconies indicated.

revision	date	notes
<b>Planning</b>		

scale	date	drawn by	drawing no.	rev.
1:200 @A2	July 17	JW	216012/PA/122	A

project  
 16 – 18 St Albans Road & former Kingham Memorial Hall Car Park, St Johns Road, Watford

for  
 St Albans Road Limited

drawing title  
**Proposed Second Floor Plan**

81 Maygrove Road,  
 London, NW6 2EG  
 Telephone 020 7328 6122  
 E-mail info@kkmarchitects.com

**Proposed Second Floor Plan**

**general notes**  
 Do not scale from these drawings; these drawings are for planning purposes only. KKM Architects take no responsibility for any construction drawings produced from these drawings. This drawing and design is the copyright of KKM Architects and is not to be used for any purpose without their consent. This drawing to be read in conjunction with all Consultants information.  
 scale 1:200  
 0 1 2 4 10m



- wb proposed winter balcony
- b proposed balcony
- og obscured glass
- ps privacy screen



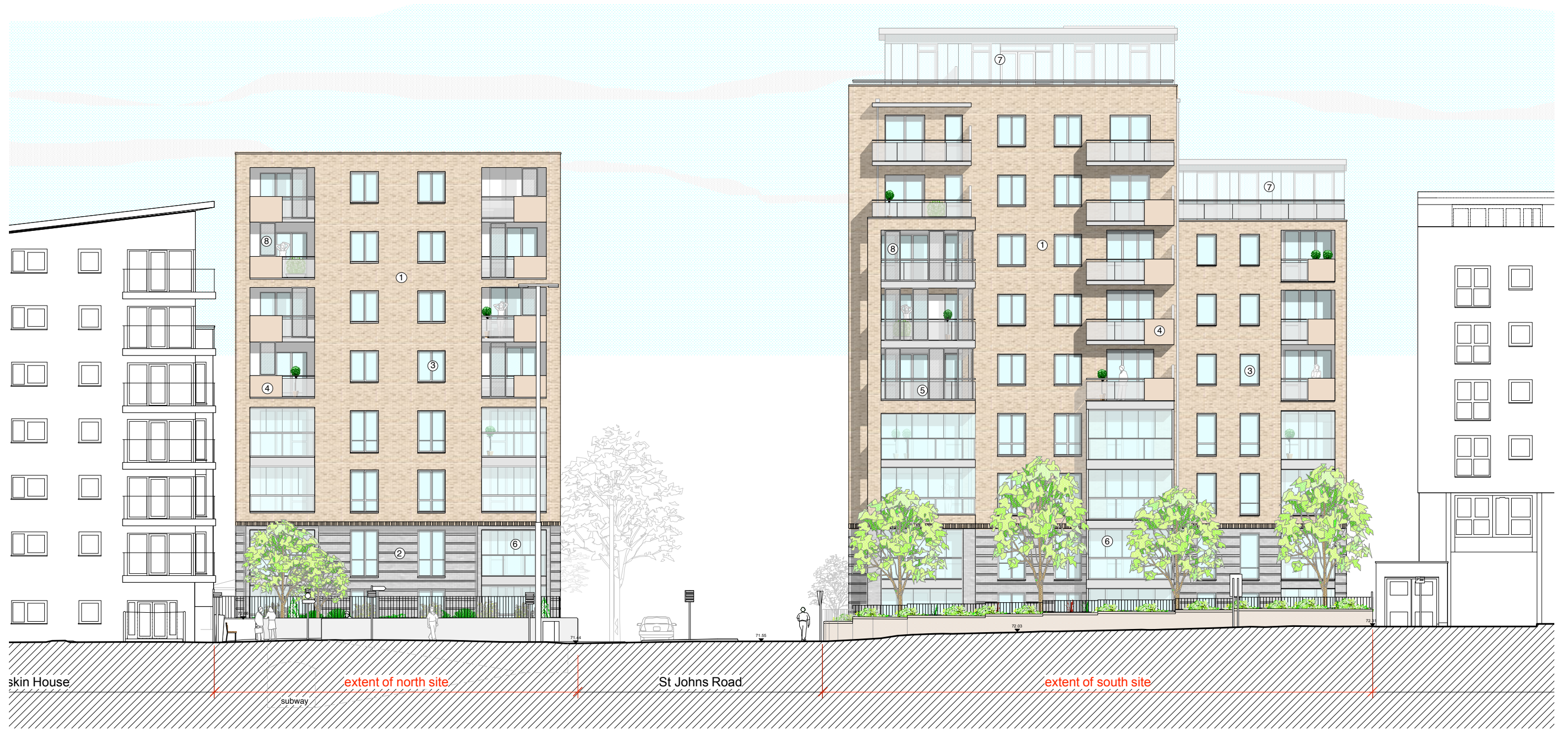
A 23/11/17 North Site: no. of units reduced, unit layout modified.

revision	date	notes		
<b>Planning</b>				
scale	date	drawn by	drawing no.	rev.
1:200 @A2	Nov 17	JW	216012/PA/123	A
project				
16 - 18 St Albans Road & former Kingham Memorial Hall Car Park, St Johns Road, Watford				
for				
St Albans Road Limited				
drawing title				
<b>Proposed Third and Fourth Floor Plans</b>				

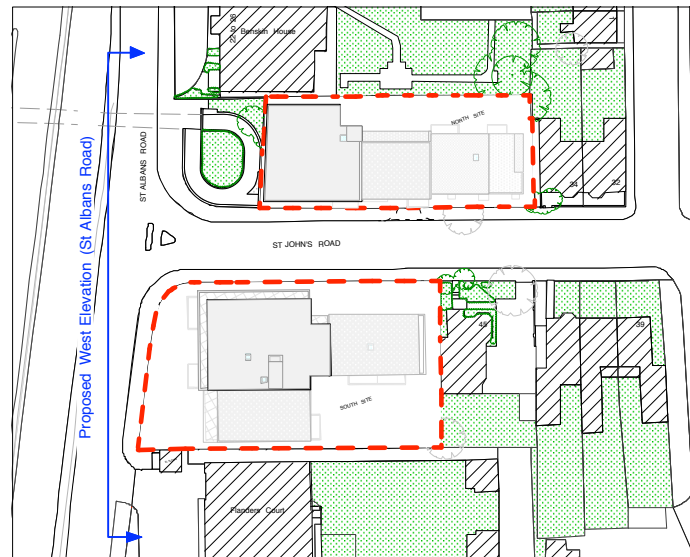
**Proposed Third and Fourth Floor Plans**



81 Maygrove Road,  
 London, NW6 2EG  
 Telephone 020 7328 8122  
 E-mail info@kkmarcitects.com



Proposed West Elevation (St Albans Road)

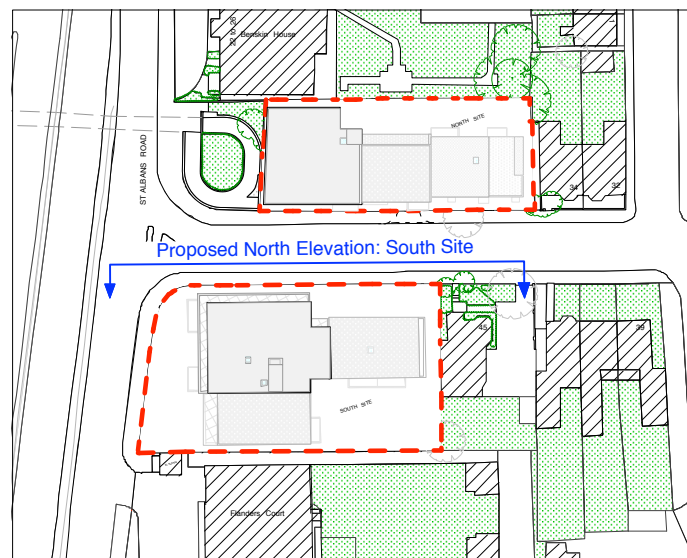


key plan  
1:1250

<b>Materials:</b> 1. multi yellow stock brick or similar to be approved. 2. pale grey brick 3. double glazed velfac aluminium and timber composite window frames set deep within the reveals 4. metal railing with type A mesh panels 5. metal railing with type B mesh panels 6. winter balcony 7. Trespa cladding panel or similar to be approved. 8. solar shading	<b>general notes</b> Do not scale from these drawings; these drawings are for planning purposes only. KKM Architects take no responsibility for any construction drawings produced from these drawings. This drawing and design is the copyright of KKM Architects and is not to be used for any purpose without their consent. This drawing to be read in conjunction with all Consultants information. scale 1:200 	<b>project</b> 16 – 18 St Albans Road & former Kingham Memorial Hall Car Park, St Johns Road, Watford for St Albans Road Limited drawing title <b>Proposed West Elevation (St Albans Road)</b>	A 23/11/17 winter balconies on 2nd&3rd floors indicated revision date notes status <b>Planning</b>	scale date drawn by drawing no. rev. 1:200 @A3 Apr 17 JW 216012/PA/130 A
			81 Maygrove Road, London, NW6 2EG Telephone 020 7328 8122 Fax 020 7328 9849 E-mail info@kkmarchitects.com	



**Proposed North Elevation: South Site (St Johns Road)**



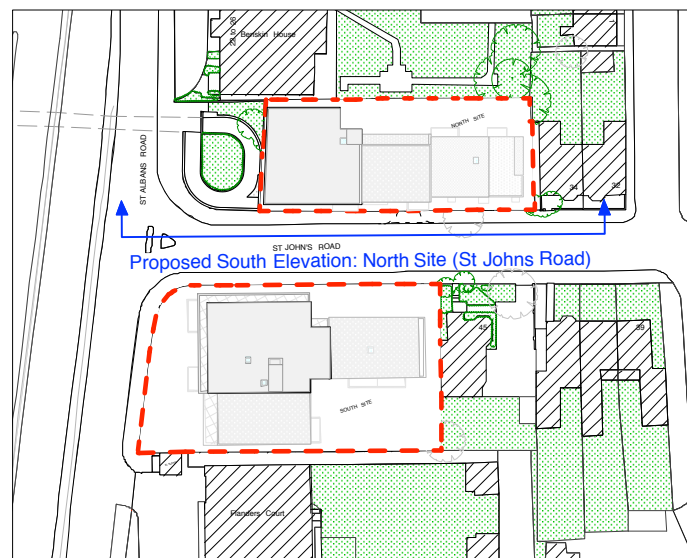
key plan  
1:1250

<b>Materials:</b> 1. multi yellow stock brick or similar to be approved. 2. pale grey brick 3. double glazed velfac aluminium and timber composite window frames set deep within the reveals 4. metal railing with type A mesh panels 5. metal railing with type B mesh panels 6. winter balcony 7. Trespa cladding panel or similar to be approved. 8. solar shading	<b>general notes</b> Do not scale from these drawings; these drawings are for planning purposes only. KKM Architects take no responsibility for any construction drawings produced from these drawings. This drawing and design is the copyright of KKM Architects and is not to be used for any purpose without their consent. This drawing to be read in conjunction with all Consultants information. scale 1:200 	<b>project</b> 16 – 18 St Albans Road & former Kingham Memorial Hall Car Park, St Johns Road, Watford for St Albans Road Limited <b>drawing title</b> Proposed North Elevation: South Site (St Johns Road)	A 23/11/17 winter balconies on 2nd&3rd floors indicated.			
			<b>revision</b> status <b>Planning</b>			
		<b>scale</b> 1:200 @A3	<b>date</b> Apr 17	<b>drawn by</b> JW	<b>drawing no.</b> 216012/PA/132	<b>rev.</b> A
				81 Maygrove Road, London, NW6 2EG Telephone 020 7328 8122 Fax 020 7328 9849 E-mail info@kkmarchitects.com		





**Proposed South Elevation: North Site (St Johns Road)**

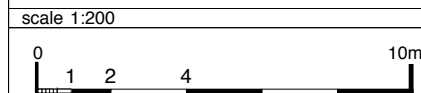


key plan  
1:1250

- Materials:**
1. multi yellow stock brick or similar to be approved.
  2. pale grey brick
  3. double glazed velfac aluminium and timber composite window frames set deep within the reveals
  4. metal railing with type A mesh panels
  5. metal railing with type B mesh panels
  6. winter balcony
  7. Trespa cladding panel or similar to be approved.
  8. solar shading

**general notes**

Do not scale from these drawings; these drawings are for planning purposes only. KKM Architects take no responsibility for any construction drawings produced from these drawings. This drawing and design is the copyright of KKM Architects and is not to be used for any purpose without their consent. This drawing to be read in conjunction with all Consultants information.



**project**

16 – 18 St Albans Road & former Kingham Memorial Hall Car Park, St Johns Road, Watford

for  
St Albans Road Limited

**drawing title**

**Proposed South Elevation: North Site (St Johns Road)**

A 23/11/17 part core A building removed, winter balconies on 2nd&3rd floors indicated, minor adjustment to windows.

revision status	date	notes		
<b>Planning</b>				
scale	date	drawn by	drawing no.	rev.
1:200 @A3	Apr 17	JW	216012/PA/131	A



81 Maygrove Road,  
London, NW6 2EG

Telephone 020 7328 8122  
Fax 020 7328 9849  
E-mail info@kkmarchitects.com

# Agenda Item 5

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>3<sup>rd</sup> January 2018</b>
Site address:	<b>25 Cassiobury Park Avenue</b>
Reference Number:	<b>17/01436/FUL</b>
Description of Development:	<b>The erection of part single storey and part two storey rear extension and the conversion of the enlarged dwelling to two apartments (1.no 4 bedroom and 1.no 2 bedroom). Covered porch and alterations to front driveway.</b>
Applicant:	<b>Mr Sahney</b>
Date Received:	<b>3<sup>rd</sup> October 2017</b>
8 week date (minor):	<b>19th December 2017</b>
Ward:	<b>Park</b>

## **1. Site and Surroundings**

- 1.1 The proposal relates to a two storey detached dwelling on the north side of Cassiobury Park Avenue. It incorporates a pitched roof featuring large hips on all sides with its ridge perpendicular to the road.
- 1.2 The application building has been significantly extended, converting the original bungalow into a two storey building with roof space accommodation.
- 1.3 The character of the area is of detached dwellings within generous plots, each of similar scale but with differing design. The application site sits between two detached dwellings and benefits from generous front and rear gardens.
- 1.4 The site is not in a conservation area nor does it affect the setting of a listed building.

## **2. Proposed Development**

- 2.1 Full planning permission is sought for:

- The erection of a ground floor rear extension, 4m deep, and full width of the house.
- The erection of first floor extension 2.7m deep and 8.4m wide.
- The conversion of the enlarged house into two flats, comprising a three bed and a two bed. The proposal will provide a three bed maisonette which incorporates the entire ground floor and part of the first floor. The scheme also includes a two bedroom maisonette across part of the first floor and within the roof space.

### **3. Planning History**

- 3.1 On 08.09.1999 conditional planning permission (Ref; 99/00368/FUL) for a single storey side extension and installation of new first and second floors to existing bungalow
- 3.2 On 06.03.2004, conditional planning permission (Ref; 04/00020/FUL) was granted for the erection of rear conservatory
- 3.3 On 25.02.2008 planning permission (Ref;08/00016/FUL) was granted for the erection of single storey summer house
- 3.4 On 24.02.2017 conditional planning permission (Ref;16/01500/FULH) was granted for the Demolition of existing conservatory. Erection of a two storey rear extension. (Plans amended Jan 17)

### **4. RELEVANT 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 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.

#### 4.3 **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 10 Meeting the challenge of climate change, flooding and coastal change

Section 12 Conserving and enhancing the historic environment

Decision taking

4.4 In January 2016 the Council received the South West Hertfordshire Strategic Housing Market Assessment and associated Economic Study 2016 (SHMA) which set out an Objectively Assessed Need (OAN) for housing in the Borough that exceeds the levels in the Core Strategy. The Court of Appeal has recently confirmed that a “realistic prospect” of a site coming forward within the required timeframe will be sufficient to meet the deliverability test set by national planning policy, thereby endorsing an earlier decision of Mr Justice Ouseley (St Modwen Developments Limited v Secretary of State for Communities and Local Government & Ors. Case Number: C1/2016/2001 ). Officers have undertaken a recent review of the housing supply having regard to these judgements and are of the view that the Council is able to demonstrate a 5 year supply based on the OAN. Accordingly, the Council’s housing policies can be considered up to date.

---

## 5. **CONSULTATIONS**

### 5.1 Neighbour consultations

4 properties were notified by letter. 12 objections (including one from the residents association) were received citing the following concerns:

- Potential subsidence
- Loss of privacy
- Loss of light
- Parking issues
- Conversion against the character of the area
- Possible breach of a covenant
- Over development
- Flats are not in keeping with the character of the area

## **5.2 Arboriculture officer observations**

The proposals indicate the loss of a mature purple leaved cherry in the front garden and an indicative replacement tree. As the existing tree is an over mature specimen I have no objection to the removal, however I would wish to see a replacement tree secured by the addition of a suitably worded condition to any consent granted. Details of the tree species and planting size and location should be submitted and agreed prior to work commencing on site.

## **5.3 Herts Highways observation**

Herts Highways officer do not raise objection to the scheme and make the following comments;

In terms of accessibility the site is located in a residential neighbourhood. Cassiobury Park Avenue is a bus route and the site is located within walking distance to Watford Metropolitan Station and Rickmansworth Road. Watford station is an underground line which provides services to London. Bus services are available within walking distance from the site. Watford Town Centre is either walking distance or a few minutes bus ride. Overall the site is in a reasonable sustainable location.

The existing residential property has a Vehicle Crossover suitable for two parking spaces. The applicant's proposal is to provide 3 car parking spaces on site. No alteration is required internally to provide parking space for the third car. For the third car to manoeuvre in/out of parking space require the existing gate, fence and plinth removed and widen the existing crossover. On-site parking is a matter for the planning authority. Any on-street parking is subject to parking restrictions displayed on the road. Applicant should follow the instruction on AN1 to alter the existing

---

## **APPRAISAL**

6.1 The main planning issues to be considered are:

- a) Whether the proposal would lead to an adverse impact upon the character of the area.
- b) Whether the proposal will be in keeping with the character of the area.
- c) Whether the proposal will have an acceptable impact on the amenity of the neighbouring occupiers.
- d) Whether the proposal will result in the provision of dwellings of acceptable standards in terms of size, layout and amenity space.
- e) Whether the proposal will have an adverse impact upon parking / highways conditions within the area.

### **Land use**

6.2 Policy H13 advises that the sub-division of the dwellings will be acceptable in principle provided they are in accordance with Policy H11 and do not result in more than 10% of a residential frontage being converted and does not affect the residential frontage in a street block so as to unacceptably alter the character.

6.3 The Council asks that no more than 10% of properties within a particular block in a street are to be converted into flats. This is in order to maintain the character of the street. In this case the street frontage extends along the entire road and given that there has not been any change of use to the houses in this street the proposed conversion is in compliance with this policy.

6.4 Further, policy H11 requires a variety of mix of dwellings to be provided to meet the need of the local area. The proposal will provide two maisonettes comprising a three bed and a two bed dwellings and therefore is in compliance with the policy.

6.5 Finally, policy H14 requires the re-provision of family type dwellings with a minimum of three bedrooms when converting properties over 150m<sup>2</sup>. The policy also requires the three bedrooms dwelling to have direct to the garden. The proposal includes a four bed dwelling with direct access to the garden and hence it would satisfy the requirement of the policy.

6.6 Therefore, it is considered that the proposal in land use terms, in principle complies with the policies.

## **Design**

- 6.7 The proposed extension is identical to a recently approved scheme granted earlier on this year. The approved scheme had been subject to a number of revisions where amendments were made and errors in the plans were corrected, before it was approved.
- 6.8 Whilst it is not necessary to reconsider elements granted by the previous permission, the following paragraphs highlight the merit of the scheme in terms of its visual impact and neighbour amenity issues.
- 6.9 The application building has been significantly extended and the original bungalow is now a two storey house. However, with the exception of the rear conservatory (depth c.4m), the built development remains within the confines of the original rear building line as loosely established by the other dwellings at Cassiobury Park Avenue.
- 6.10 The immediate neighbours are Nos. 23 and 27 to the west and east respectively. No. 23 is unusual in its sprawling layout and breaks the aforementioned building line, while No. 27 sits behind the established rear building line with the exception of its conservatory, itself remote from the subject dwelling.
- 6.11 Watford's RDG recommends the ground floor extensions for detached properties should not exceed 4m deep and that upper floor extensions should not generally exceed 3m in depth as beyond this the likelihood of an unacceptable neighbour impact is increased.
- 6.12 In this instance the upper floor depth measures 2.7m while the ground floor redevelopment extends 4m beyond the original rear elevation, i.e. similar to the depth of the existing conservatory which it will replace. The extension will incorporate a double pitched with hip end projection to the rear. This will break down the scale of the roof and will improve its appearance. The extension in terms of its scale, bulk and design is considered acceptable.

## **Neighbour Impact**

- 6.13 The proposed extension will have a similar impact on No. 27 at ground floor level as depths are similar between existing and proposed ground floor projections. A 45 degree line would be bisected from the window kitchen closest to the boundary however this window is already impacted by the existing conservatory therefore it is not considered that the amenity enjoyed at the kitchen (which is also served by two windows from at the rear elevation) would be significantly reduced. It is

therefore considered that no significant or unacceptable impact arising from the ground floor element of the extension.

- 6.14 The 2.7m addition at first floor level is within guidance as outlined by Watford's RDGs. Moreover, the upper floor window adjacent the party wall would not be unacceptably impacted as 45 degree lines drawn from the centre of that window would not be bisected.
- 6.15 Regarding impacts on the amenity enjoyed at No. 23 it is considered that no significant effects on light or privacy will arise from this development as it would be protected by the extent of development at that site, most notably the wall on the boundary with the subject site.
- 6.16 The proposal will include a new window on the flank wall looking onto No. 27 and therefore a condition will be included to ensure this window would be obscure glazed to protect privacy at No 27.
- 6.17 It is therefore, considered that the proposed extension will not have a significant impact upon the amenity of the adjoining neighbouring occupiers.

#### **Quality of the dwelling units**

- 6.18 The proposal will provide two generously sized apartments which are both acceptable in terms of the residential space standards.
- 6.19 The proposal is described as a three bed flat on the ground and part first floor. The drawing also indicates a three bedroom unit. However, one of the rooms in the drawings is annotated as a living room incorporating a wardrobe. Given that there are already two large rooms within the lower flats which are designated as living, dining including a substantial kitchen, there is a potential that the room as annotated living room could potentially be used as the fourth bedroom. Therefore, it is considered that assessment should be made against what they appear to be on plan as a 4-bed 8 person rather than what is described.
- 6.20 For a two bedroom flat on two floors the minimum floor space requirement is 79m<sup>2</sup>, the proposal as indicated on the drawings will provide 113m<sup>2</sup> of internal floor space. For a 4 bedroom 8 person dwelling, the minimum floor space requirement is 124m<sup>2</sup>, the proposal will provide 194m<sup>2</sup>. Therefore both apartments will provide adequate internal floor space to meet the recently adopted guidance.



6.21 There is no information with regards to the provision of amenity space. However, the garden is quite large and it is possible to provide amenity space for both units.

**Transport, access and parking**

7.1 The site is located in an area subject to parking restrictions. The parking restrictions are designed to deter commuters from using the street for parking purposes.

7.2 This is a rather busy road and there appear to be some parking problems in the street. Most houses benefit from front gardens which now provide off street parking. The proposal includes the widening of the cross over to allow improved manoeuvring within the front garden and to allow parking for three cars.

7.3 This is a sustainable location with ease of access to town centre, bus routes and underground station. But the street is not subject to Control Residential Parking Zone where car free scheme could be implemented. However, the increase in parking demand will not be significant and it is not considered that the proposal would be prejudicial to the operation of the highway network.

**8 Trees**

8.1 The proposal indicates the loss of a mature purple leaved cherry in the front garden and an indicative replacement tree. The council tree officer has not objected to the loss of the tree but requests a replacement tree. A condition is therefore recommended to require details of the tree species, planting size and location to be submitted and agreed prior to work commencing on site.

**9 CIL**

9.1 The proposal will be CIL liable, mitigating to some degree the impact of the development upon the public social infrastructure.

**10 Consideration of representations received**

10.1 12 response have been received. The following table contains a summary of the points that were raised.

<b>Points Raised</b>	<b>Officer's Response</b>
The proposed conversion to flats will be against the character of the area which comprises detached and semi-detached family houses.	There is no policy objection to the scheme in principle. This has been considered in the body of the report.
Objections regarding overdevelopment have been noted	The precedent has long been set in the Cassiobury Estate for redevelopment of

	bungalows into larger dwellings. This is not in itself a reason to refuse planning permission provided that all other policy requirements are met.
There is a covenant which may restrict the use of each plot to one house	Private covenants are not material planning issues.
The resident at No. 23 cites several issues relating to proximity to the shared boundary and subsidence and party wall	These are not planning related issues, (they come under the purview of the Party Wall Act and/or Building Regulations) and therefore have not been addressed in this report.
The adjoining resident cites concerns relating to loss of light, loss of privacy, loss of outlook, would result in an overbearing and unneighbourly impact on amenity.	There is already an approval for the proposed extension to the house. Therefore, no objection can be raised with respect to the physical alteration to the building. The report highlights the reasoning behind the approval for the extensions.
The occupant refers to a tree that sits on the party boundary that may be impact negatively by the proposed development.	There is no protected tree on the site. This issue will be a matter between the respective landowners and perhaps the party wall act to find a solution to protect this tree. The proposed tree to the front will be replaced with a species to be agreed with the council.
The formation of additional hardstanding to accommodate 3 car parking spaces will be against the green character of the area	The large majority of the front gardens in the street are already adapted for parking purposes and the proposal will be in keeping with the character of the area.

### **Human rights implications**

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.

### **RECOMMENDATIONS**

Grant planning permission subject to the following 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 All the external surfaces shall be finished in materials to match the colour, texture and style of the existing buildings. In the event of matching materials not being available, details of any alternative materials shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the development shall only be carried out in accordance with any alternative details approved by this condition.

Reason: To ensure that the development applies high quality materials that respond to the site's context and makes a positive contribution to the character and appearance of the area in accordance with the provisions of Planning Policy Statement 1 "Delivering Sustainable Development" (PPS1) and the requirements of Policy UD1 of the Watford Local Plan Core strategy 2006-31.

- 3 The development shall be carried out in accordance with the following drawings

471/EX/001 Rev x  
471/EX/002 Rev x  
471/EX/003 Rev x  
471/EX/004 Rev x  
471/TP/001 Rev x  
471/TP/002 Rev x  
471/TP/003 Rev x

Unless otherwise approved in writing by the Local Planning Authority.

Reason: For the avoidance of doubt as to what has been permitted and in the interests of proper planning.

- 4 Notwithstanding the permitted development rights there shall be no windows, or any other openings on the flank elevations of the extension hereby approved and the glazing in the new window on the upper floor west facing elevation shall be completely obscured and shall be permanently maintained as such unless otherwise approved in writing by the local planning authority.

Reason: To protect the amenity of the residents at No 27 Cassiobury Park Avenue.

- 5 Development shall not commence until a scheme for the subdivision of the rear garden to provide amenity space for each dwelling has been provided and agreed in writing with the local planning authority. This scheme should include the details of the siting, height and type of fencing or other means of enclosure around the boundaries of the site and within the site. These works shall be carried out prior to the first occupation of the development and shall be maintained as such at all times.

Reason: In the interests of the visual appearance of the site, in accordance with Policy UD1 of Watford Local Plan Core Strategy 2006-2031 adopted 2013.

- 6 None of the dwellings hereby approved shall be occupied until a replacement tree has been planted within the site in a position agreed in writing with the Local Planning Authority. In the event of the tree being removed or seriously damaged or diseased within a period of five years it shall be replaced by a tree of similar size and species.

Reason: To maintain the greenery offered by the existing tree with respect to the visual amenity of the area in accordance with policies SE36 and SE37 of the Watford District Plan 2000.

**INFORMATIVES :-**

- 1 This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision.

To find out more information and for advice as to whether a Building Regulations application will be required please visit [www.watfordbuildingcontrol.com](http://www.watfordbuildingcontrol.com).

- 2 You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and 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)

- 3 This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters.

A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government.

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/393927/Party\\_Wall\\_etc\\_\\_Act\\_1996\\_-\\_Explanatory\\_Booklet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc__Act_1996_-_Explanatory_Booklet.pdf)

- 4 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 entered into extensive pre-application discussions with the applicant and requested amendments during the consideration of the application.

- 5 All works required to be undertaken on the highway network will require an Agreement with the Highway Authority. Before commencing the development the applicant shall contact HCC Highways Development Management, County Hall, Pegs Lane, Hertford, SG13 8DN to obtain their permission and requirements. This is to ensure any work undertaken in the highway is constructed in accordance with the

Highway Authority's specification and by a contractor who is authorised to work in the public highway.

**Drawing numbers**

471/EX/001 Rev x

471/EX/002 Rev x

471/EX/003 Rev x

471/EX/004 Rev x

471/TP/001 Rev x

471/TP/002 Rev x

471/TP/003 Rev x

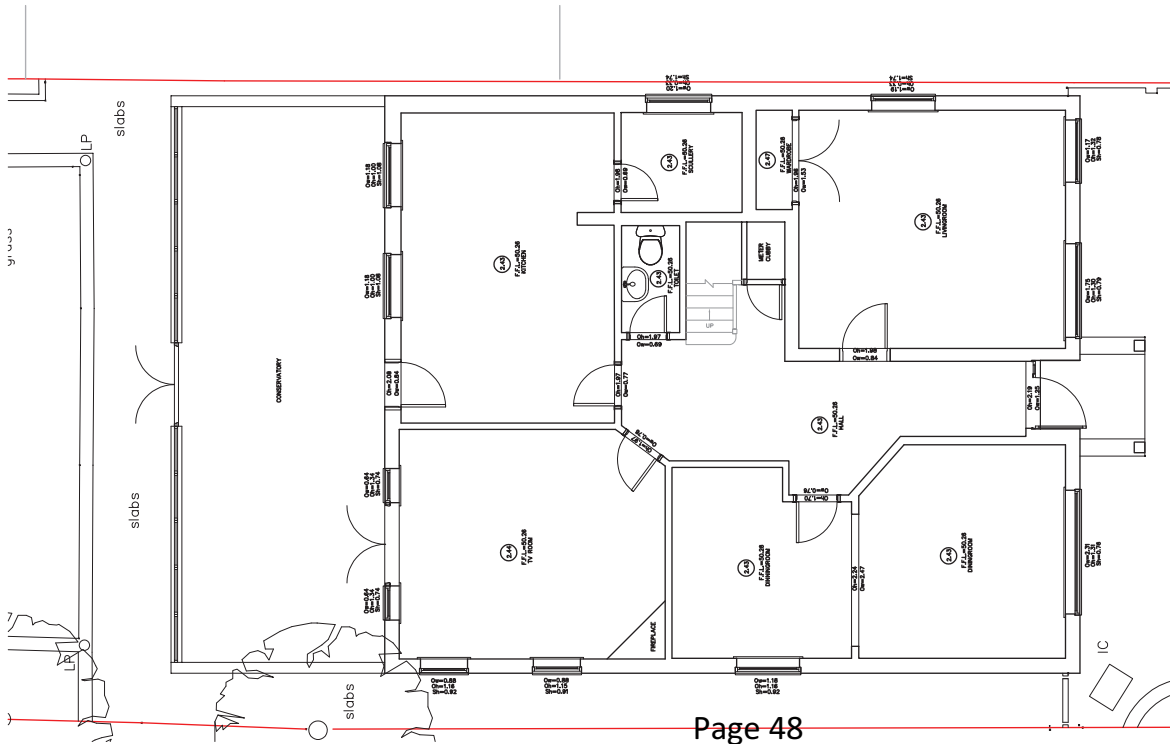
---

Case Officer: Habib Neshat

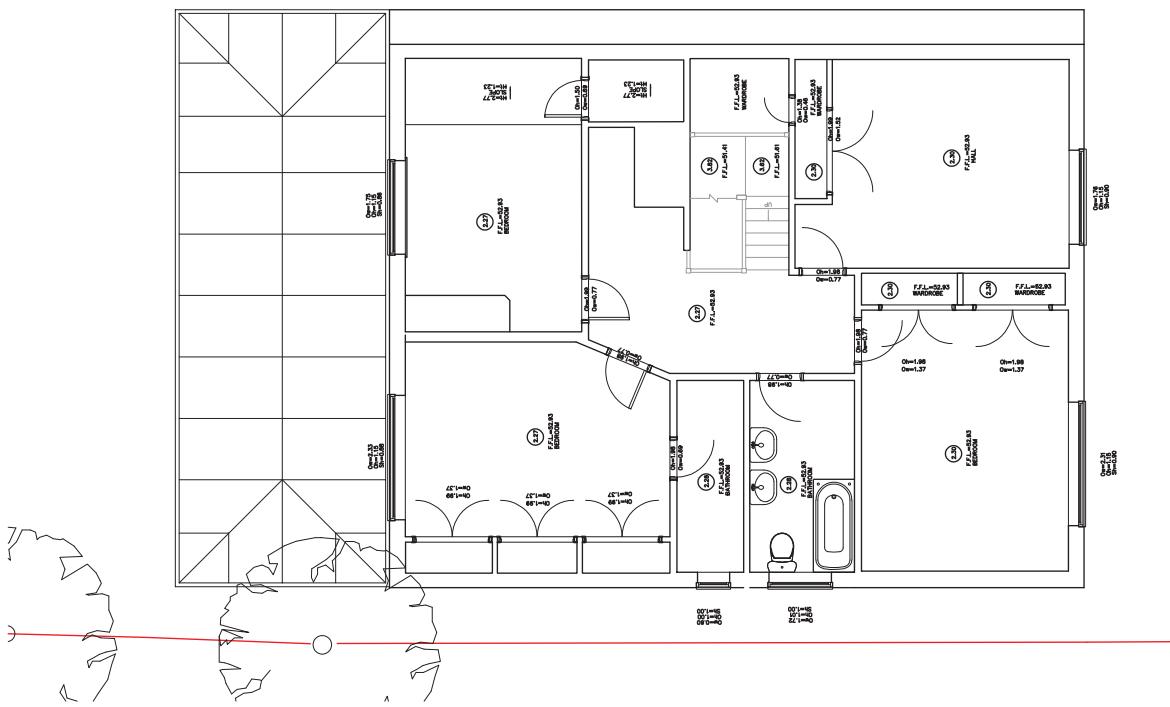
Email: [habib.neshat@watford.gov.uk](mailto:habib.neshat@watford.gov.uk)

Tel: 01923 278285

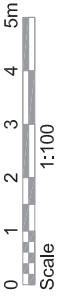




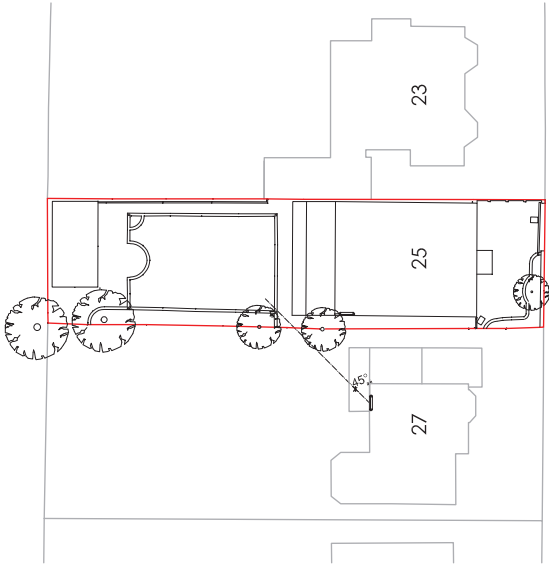
Existing Ground Floor Plan\* 1:100



Existing First Floor Plan\* 1:100



\*Existing drawings provided by TK Survey



Cassiobury Park Avenue

Block Plan 1:500

Key: — Boundary Line

## TOWN PLANNING

Revision	Amendment	Date

**AA+D**  
Atelier Architecture + Design Ltd

Akeman Business Park, 81 - 82 Akeman Street  
Tring, Herts, HP23 6AF  
T: 01442 828201 E: info@atelier-architects.co.uk  
www.atelier-architects.co.uk

Project:

P S Sahney  
25 Cassiobury Park Avenue  
Watford WD18 7LA

Drawing Title:  
Block Plan  
Existing Floor Plans

Scale: as shown @ A3 Date: 05.09.17

Drawing No: 471 / EX / 202 Rev: x

copyright reserved

AS EXISTING



View from the garden



View to No 23.



View to No 27.



AS EXISTING



Location Plan 1:1250



TOWN PLANNING

Revision	Amendment	Date

**AA+D**  
 Atelier Architecture + Design Ltd  
 Akeman Business Park, 81 - 82 Akeman Street  
 Tingi, Herts, HP23 6AF  
 T: 01442 828201 E: info@atelier-architects.co.uk  
 www.atelier-architects.co.uk

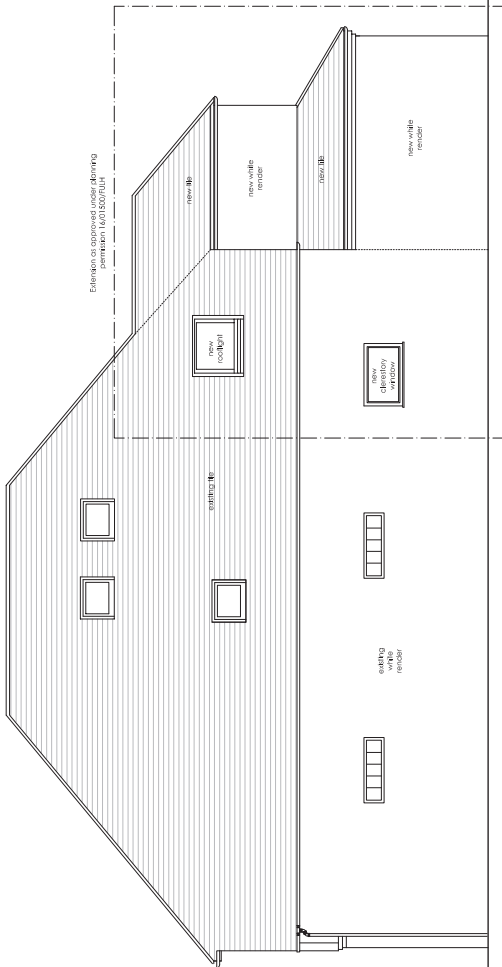
Project:  
**P S Sahney**  
**25 Cassobury Park Avenue**  
**Watford WD18 7LA**

Drawing title:  
**Site Location Plan**  
**Site Photos**

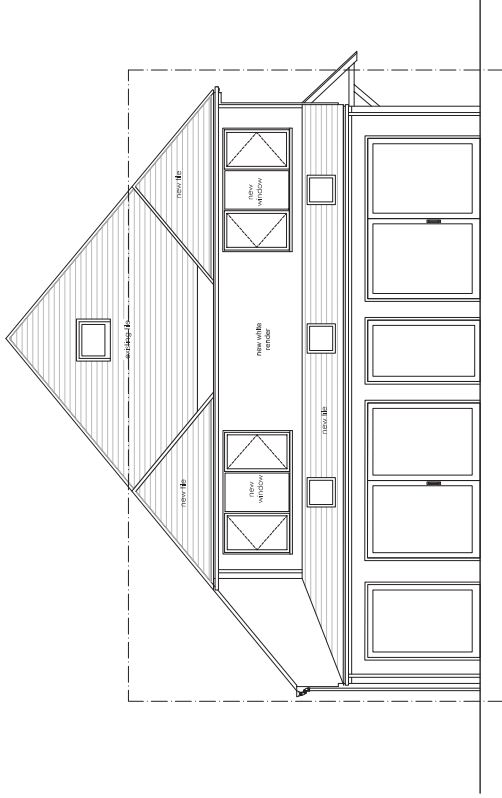
Scale: 1:1250 @ A3 Date: 05.09.17

Drawing No: **471 / EX / 201** Rev: **x**

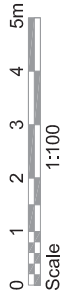
copyright reserved



Proposed East Elevation 1:100



Proposed North Elevation 1:100



TOWN PLANNING

Revision	Amendment	Date

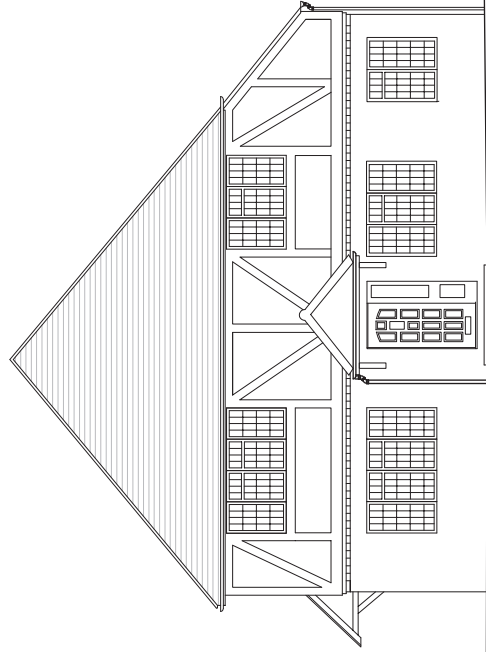
**AA+D**  
Atelier Architecture + Design Ltd

Akeman Business Park, 81 - 82 Akeman Street  
Tring, Herts, HP23 6AF  
T: 01442 828201 E: info@atelier-architects.co.uk  
www.atelier-architects.co.uk

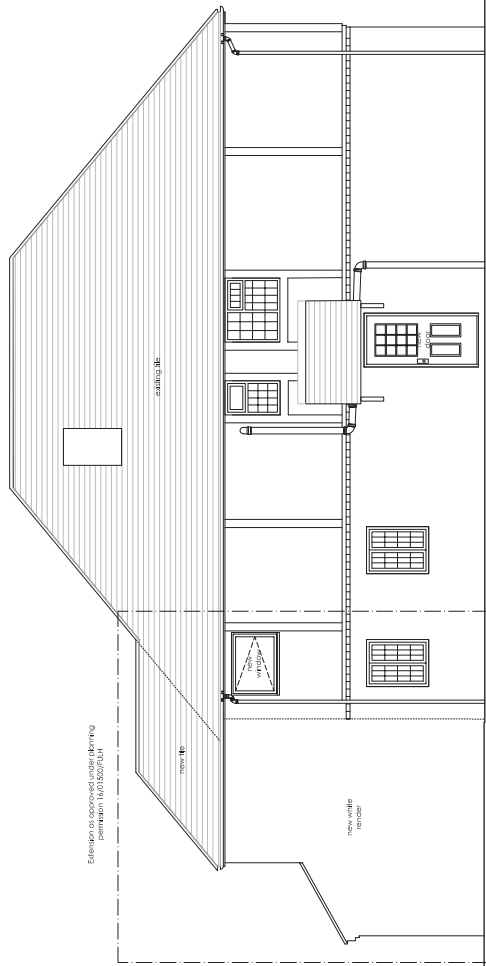
Project:  
**P S Sahney**  
**25 Cassobury Park Avenue**  
**Watford WD18 7LA**  
Drawing title:  
**Proposed Elevations**

Scale: 1:100 @ A3 Date: 08.09.17  
Drawing No: **471/TP/203** Rev: **x**

copyright reserved

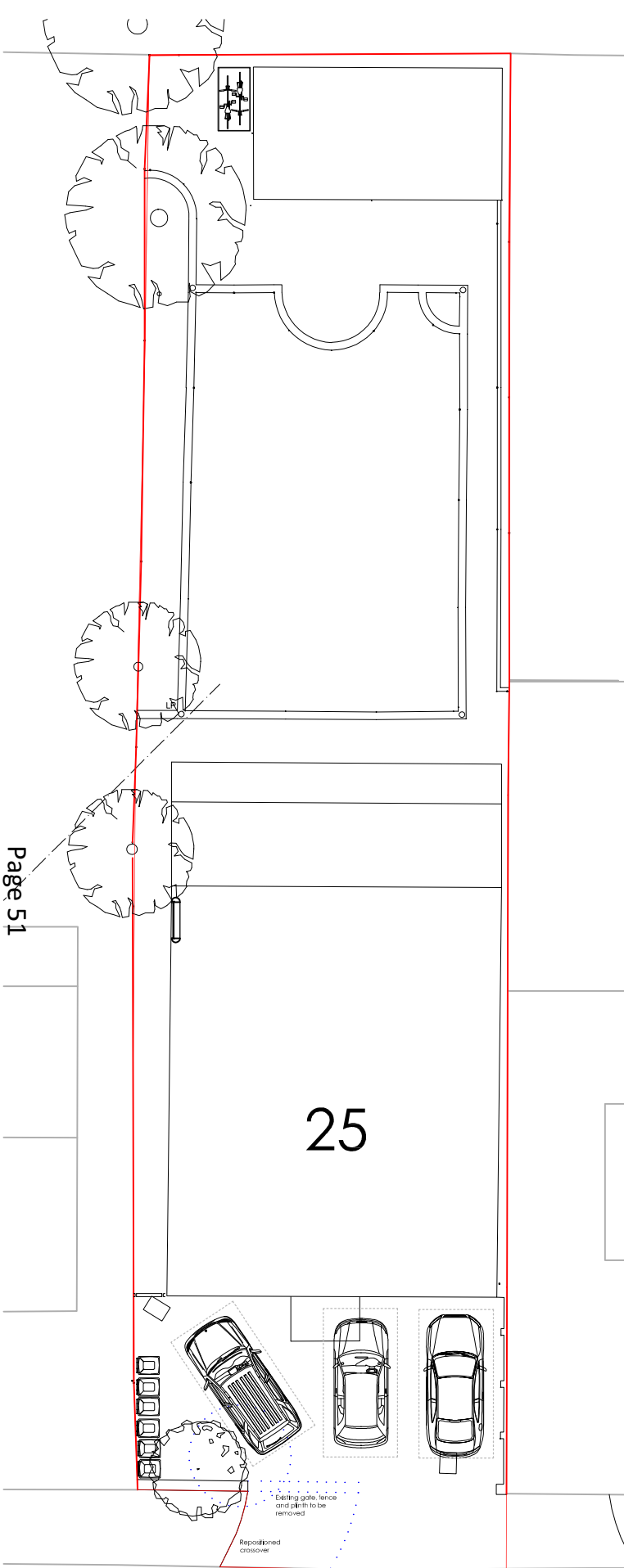


Proposed South Elevation 1:100



Proposed West Elevation 1:100

AS PROPOSED



Page 51

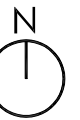


Approximate walking travel time and distance to Watford Station (Metropolitan Line)  
(Not to scale)

Key

- Existing work
- New work
- Demolition
- Structure Over

0 1 2 3 4 5M  
1:200



TOWN PLANNING

Revision	Amendment	Date

**AA+D**  
Atelier Architecture + Design Ltd

Akeman Business Park, 81 - 82 Akeman Street  
Tring, Herts, HP23 6AF  
T: 01442 828201 E: info@atelier-architects.co.uk  
www.atelier-architects.co.uk

Project:  
P S Sahney  
25 Cassiobury Park Avenue  
Watford WD18 7LA

Drawing title:  
Proposed Site Plan

Scale: 1:200 @ A3 Date: 08.09.17

Drawing No: <b>471/TP/201</b>	Rev: X
----------------------------------	-----------

AS PROPOSED

## Agenda Item 6

Report of: <b>Development Management Section Head</b>	
Date of Committee	3 <sup>rd</sup> January 2018
Site address:	147a, 149a, 149b and land to the rear of 149 St Albans Road, Watford, Hertfordshire, WD24 5BB
Reference number:	17/01413/FULM planning permission 17/01414/LBC listed building consent
Description of development:	<p><b>Planning permission:</b> Planning consent for the redevelopment of the site to provide a mixed use scheme comprising 150 residential units (Class C3), flexible commercial units (Classes A1/A2/A3/B1 and D2) and use of the Old Station building as an artisan tap room and/or community space (Classes A4/D1/D2/B2), alterations to the listed building, associated cycle parking, car parking, play-space and landscaping and associated works.</p> <p><b>Listed building consent</b> (at 147a only): Listed building consent for alterations to the Old Station building associated with its conversion to an artisan tap-room and/or community space.</p>
Applicants:	GS8 (also trading as Watford Developments Ltd.)
Date received:	9 <sup>th</sup> October 2017
Target dates:	11 <sup>th</sup> January 2018 – 13 weeks for planning permission 7 <sup>th</sup> December 2017 – 8 weeks for listed building consent
Ward:	Callowland

### SUMMARY

The site occupies land which is part of the Nascot Conservation Area; albeit it is outside Nascot Ward (it is in Callowland Ward) and it is separated from the main part of the conservation area by the railway. It also lies within the Watford Junction Special Policy Area (SPA2); although it is separated from the main part of SPA2 by St Albans Road. The former designation requires that respect be paid to the character of the conservation area, while the latter requires that the development contribute to the role of SPA2 in providing at least 1,500 new homes as part of a dense new sustainable neighbourhood. Since the initial designs were reviewed at pre-application stage, the scheme has evolved and improved, and it is the opinion of the case officer and of the Development Management Section Head that it now strikes the right balance between those two objectives. A run-down and unattractive brownfield area will be regenerated, 150 much-needed new homes will be built, including various tenures and sizes of affordable homes,

and a dilapidated Grade II Listed Building will be given a new lease of life and will become a place that the public can enjoy.

Because the proposal includes not only the erection of new buildings but also proposals to refurbish, alter, extend and repurpose a Grade II Listed former station building, it is necessary for the applicants to obtain both Planning Permission and Listed Building Consent. This is done by means of a double application, using a joint application form, whereby both types of consent can be determined together; but each must be considered as an application in its own right, with its own reference number, and it is possible for the council to approve one while refusing the other. For clarity's sake, and to avoid duplication, this committee report covers both applications, but there are individual recommendations at the end.

The Development Management Section Head recommends to the members of the Development Management Committee that both the application for Listed Building Consent and the application for Planning Permission be approved, subject to conditions that are recommended in each case; and, as regards the planning permission, also subject to the completion of a satisfactory Section 106 agreement to fund some necessary works to improve infrastructure and to provide appropriate affordable housing.

---

## **BACKGROUND**

### **Site and surroundings**

The application site occupies approximately half of a triangular plot of land, the borders of which are the West Coast Mainline railway, Bedford Street and the St Albans Road. Currently this area is dominated by vehicles: being occupied by several businesses that sell used cars, or repair and service cars, or hire vans.

The applicants have purchased several plots of land to make up the application site, including the yard behind 149 St Albans Road, but not including the building at 149 itself, which is a tyre fitting garage called Tyre City. A planning permission (17/00018/FUL) was granted earlier this year to the previous owners of the yard behind Tyre City for the erection of 9 flats on that yard, in a style resembling terraced houses. That permission remains extant, being less than three years old; but it has not been commenced. The application site does not include any of Network Rail's land, which covers approximately half of the triangle. The address of the application site includes 147a (a Grade II listed Victorian former station building that has been used since around 1979 as the office for a used car sales business), and 149a (a car mechanic's workshop and MOT testing centre),

and 149b (another car mechanic and also the office for a van hire business), as well as the yard behind 149. It should be noted that neither 147 (a building to the south of the railway which has recently been converted to flats) nor 149 (Tyre City) are included in the application site.

This area is part of the Watford Junction Special Policy Area (SPA2) although it is separated from the main part of the SPA by the St Albans Road. Policy SPA2 of the Watford Local Plan identifies this as one of the main sites that is to meet the borough's housing need in the years to come, with at least 1,500 new homes envisaged for SPA2, constituting an important new neighbourhood near Watford Junction Station, and being only a short walk from the Town Centre in one direction and from the shops of the North Watford Shopping Centre in the other. A draft version of a masterplan for SPA2 was published for consultation in 2016, envisaging even more housing (2,777) and a revised version of that is intended to be a supplementary planning document; but currently the draft masterplan carries only limited weight as the final version has yet to be worked up and adopted.

This site is also part of the Nascot Conservation Area; albeit it is separated from most of the conservation area by the railway. The conservation area's northern edge is the houses and back gardens of Bedford Street, and it also includes The Prince George pub, Dunnings Bar, and the former Leavesden Road bus station which has recently been redeveloped as flats.

### **The Listed former station building**

The site includes 147a St Albans Road, which is a Grade II nationally listed building. It is the only building that remains of the original Victorian station that stood here before the new Watford Junction station was built in its current location further to the south. This building once housed the booking office, passengers' room, an "elegantly furnished" ladies' waiting room, an inspector's room and a porter's room. Steps once led down to the tracks. The waiting room is said to have been used by royalty, including once by Queen Victoria and Prince Albert, and occasionally by the dowager Queen Adelaide (from whom the applicants intend to take the name for their development: she was the widow of William IV and she lived nearby in Cassiobury House in the 1840s). From the 1930s until the late 1970s this was used as a private house. The Council has photographs of the site taken in 1979, showing it used as the office for a second hand car sales business, much as it is now.

This former station building was granted Grade II listed status in 1979. Because its listing entry (ref 1101109) from that time was rather brief, the applicants have commissioned English Heritage to produce an enhanced list entry (ref 1447676), to which end English Heritage carried out a new inspection of the site in June of this year (2017). This review

has not altered the Listed status or the grade of the building (the study concluded that it should be retained on the List) but it has provided more detail on its special interest. Dating as it does from 1837 (the year of Queen Victoria's accession) this is an example of the early pioneering phase of railway buildings, and that is the special point of interest that merited the designation of this rather simple neoclassical structure as a Listed Building. The listing entry notes that the interior is of less interest than the exterior. The building was later extended to the south-east and that extension, along with a boundary wall, are included in the listing, although a lean-to privy addition is excluded.

### **Locally listed buildings nearby**

There are several locally listed buildings on Church Road, which is to the south of the railway, but mostly they are on the further side of that street; the only one on the nearer side being a pair of semi-detached houses at 28-30.

Immediately to the north of the site there is a row of terraced houses on Bedford Street which are listed at numbers 8-18. Two locally listed public houses stand side by side at 151 and 153 St Albans Road, just north of Bedford Street: The Prince George and Dunnings Bar.

### **Proposals**

Many drawings and supporting documents have been submitted with this application; but anyone wanting to look at a single image that gives a clear impression of the development as a whole might find it best to look at an angled aerial 3D artist's impression which is included in section 6.3 of the Design and Access Statement.

All of the proposed works require planning permission (application 17/01413/FULM), as do the proposed changes of use on the land. The proposed alterations to the Listed Building also require Listed Building Consent (application 17/01414/LBC). The proposal is a mixed use but predominantly residential scheme, including 150 new homes (12,349 square metres of residential floorspace). The homes are to be a mixture of 57 x 1-bedroom homes (i.e. 38%), 75 x 2-bedroom homes (i.e. 50%) and 18 x 3-bedroom homes (i.e. 12%). Mostly they are to be flats, but four of them are duplex units facing Bedford Street, with their own front doors and small rear gardens, and those could be regarded as terraced houses.

The Listed Building will be refurbished, with some internal alterations and a small side extension (the details are given below in the Appraisal section of this report). The premises would be converted to a new use - most likely as a craft beer tap room for Pope's

Yard brewery, which is a small local company (thought to be the only brewers now operating in Watford, which is a town that was once dominated by the brewing industry). A drinking establishment would be use class A4. However the planning permission application is seeking to keep other options open by also applying for use classes D1 (non-residential institutions e.g. an exhibition space), D2 (assembly and leisure such as a meeting hall) and B2 (general industrial – presumably so that beer could be brewed on the premises).

The new development would consist of four buildings, labelled A to D:

**Building A:**

This is the second largest of the blocks, being 11 and 7 storeys tall: it steps down to 7 where it is closer to the Listed Building, although a substantial gap will also remain. It will back onto the railway. It will contain 68 flats, comprising:

- 35 x 1-bedroom
- 31 x 2-bedrooms
- 2 x 3-bedrooms

Of those 68 flats, 60 will be private market housing, while 8 will be “intermediate” (shared ownership) homes, which is a type of affordable housing tenure.

A basement beneath Block A will contain parking for 24 cars (two of which would be for disabled users) and a store for bicycles, two other store rooms, a refuse bin store with a hoist, and a pump room.

**Building B:**

This is the largest of the blocks, being 13 and 6 storeys tall (it steps down to 6 where it is closest to the Listed Building, although there will also be a gap to separate them). It will face onto the St Albans Road.

Much of its ground floor will consist of a commercial unit, which is intended to contain a business that would provide a lively “active frontage” onto the street – possibly a gym, but the application seeks to keep other options open by applying for use classes A1 (retail), A2 (professional and financial services e.g. estate agent, solicitor etc), A3 (eateries), B1 (offices) and D2 (assembly and leisure, which would include a gym). The ground floor will also contain the office of the concierge for the whole development.

Building B will contain 52 flats (all of them being private market homes) as follows:



17 x 1-bedrooms  
28 x 2-bedrooms  
7 x 3-bedrooms

A basement beneath Blocks B and C will contain stores for bicycles and plant rooms.

**Building C:**

This will be 6/7 storeys tall; the top floor being stepped in, penthouse style. It will stand some distance into the site. It will contain 22 flats, all of which will be affordable tenures, being either *affordable rented* or *social rented*.

3 x 1-bedrooms (all to be affordable rented)  
11 x 2-bedrooms (all to be affordable rented)  
8 x 3-bedrooms (5 social rented and 3 affordable rented)

**Building D:**

This will be the smallest of the four buildings, being partly 2 storeys and partly 4 storeys tall. It will face Bedford Street. It would contain 8 dwellings in total, all of them being private market homes. The two storey element will contain 4 duplex units with their own front doors and small rear gardens, so they can be regarded as terraced houses: three of them having 2 bedrooms and one having 3 bedrooms. The four storey element adjacent to 149 St Albans Road (Tyre City) will contain 4 flats: 2 x 1-bedrooms and 2 x 2-bedrooms.

**Evolution of the scheme**

In March of this year the developers submitted a request for pre-application advice (17/00440/PREAPP) on an early draft of this scheme, since when several other drafts have been shown to planning officers, culminating in a presentation to the Major Cases Applications Review Forum (MARF) on 17.07.2017, which was attended by the Chair of the Development Management Committee, the Mayor, and senior councillors and planning officers. At each stage the design has been improved, reflecting the advice that had been given at the previous stage. In the original draft the main building (now labelled as Block B) facing St Albans Road would have been 18 storeys tall, and in one version it would have stood on stilts over the Listed Building; but on the basis of the advice that was given by officers, the height was reduced by about a third, so that now it would be a maximum of 13 storeys tall, stepping down to 6 where it is close to the Listed Building, and the idea of enclosing that listed building within a new building has been abandoned.

The later version that was presented to the MARF meeting was somewhat similar to the scheme that is now before us, but it has been improved since MARF. Responding to

comments that were made at MARF, the scheme has been refined, with the buildings more clearly separated, and with the corner of Building B redesigned so that it appears less abrupt where its angle meets the vehicular access, instead turning that corner with a faceted elevation for a softer presence when seen from St Albans Road.

### **Planning history**

The Listed Building dates from 1837. The application site has been assembled by the developers who have purchased several adjacent plots of land, and we have various planning history records for those, but mostly they are not directly relevant to this application so there is no need to list them here. A record from 1975 shows that 149b became a recording studio in that year, and another from 1979 shows that it then changed to a light industrial use. Our records show that car sales and mechanics workshops on the site date back to the mid-1970s. Listed Building Consent 14/00968/LBC was granted in 2014 to replace some rear windows with new timber sash sliding windows to match those at the front of the listed former station building.

Of particular note is planning permission 17/00018/FUL which was granted in March 2017 for a development of flats resembling terraced houses on the land to the rear of 149 (Tyre City). The permission is extant, but has not been commenced. That would have been in a pastiche neo-Victorian style, whereas the terraced houses of Block D that are now proposed are of a similar scale, but in a contemporary style, and that section would be lower because it would have flat, rather than pitched roofs.

## **CONSULTATIONS**

### **Neighbour consultations**

On 18.10.2017 notification letters were sent to 139 neighbours and local residents on the following streets: Copsewood Road, Leavesden Road, Brewery Mews, Church Road, St Albans Road, Bedford Street and Railway Terrace. A press notice was published in the Watford Observer local newspaper on 27.10.2017. Site notices were put up outside the site, and on Bedford Street, and on Church Road, on 19.10.2017.

For the numbers of responses (positive, neutral and negative) and for a summary of the points that were raised, please see below. The Committee will be informed of any further representations that are received up to the date of the committee meeting.

### **Consultations with statutory and partner agencies and with Council colleagues**

The following were consulted, and some but not all of them replied. For summaries of their responses please see below.

Watford Borough Council's Conservation Manager  
Watford Borough Council's Housing Service  
Watford Borough Council's Waste and Recycling Service  
Watford Borough Council's Environmental Health Service  
Watford Borough Council's Licensing Service  
Thames Water Utilities  
Network Rail  
Historic England  
Hertfordshire County Council's Highways Service  
Hertfordshire County Council as the Lead Local Flood Authority  
Hertfordshire Constabulary's Architectural Liaison and Crime Prevention Adviser

---

### **Representations received from statutory consultees, partner agencies and Council colleagues**

The following are summaries of the points that were raised in the letters that were received.

#### **HISTORIC ENGLAND**

A short letter, dated 31<sup>st</sup> October 2017, was received from Historic England (East of England Office). They wrote that they do not wish to offer any comments on the application for planning permission, nor on the application for Listed Building Consent. They recommended instead that the Council should seek the views of our own Conservation Officer.

#### **WATFORD BOROUGH COUNCIL: CONSERVATION MANAGER**

The Conservation Manager submitted a representation, dated 7<sup>th</sup> December 2017, making the following points:

- She supports the principles of the proposal, which is to give the Listed Building a new lease of life.
- Because the submission is insufficiently detailed as regards some of the proposals, it will be necessary to apply pre-commencement conditions to control the works. The Specification of Works document that was submitted should have been illustrated with

photographs of the existing features, and it should have been more detailed regarding the works proposed. It should have examined the possible alternatives; and fuller justifications should have been included for the proposed alterations.

- Proposals that would involve partial demolition are: new opening in internal wall, reinstatement of ticket office window, and the changing of a rear window into a door. Further detail and justification is needed regarding the reinstatement of the ticket office window, but otherwise these changes will involve only minor demolition and they will not cause significant harm to the fabric or the character of the Listed Building.
- The proposals include removing a step to level the floors – presumably for improved accessibility, but this is not explained and no alternatives are explored. More information on what the floors are made of and of what is beneath them should be required by a condition.

#### WATFORD BOROUGH COUNCIL: HOUSING

The Housing Supply Manager submitted a representation, dated 8<sup>th</sup> November 2017. She was commenting on the original application (since then the applicants have offered to provide an additional 14 intermediate shared ownership units, making 29% affordable provision). The Housing Supply Manager made the following points:

- The Council's policy is that 35% of the dwellings should be affordable tenures (35% of 150 would be 52 dwellings) but only 20% are proposed to be affordable in this case (i.e. 30 dwellings) so there is a shortfall of 22 affordable dwellings. Therefore the Housing Service objects to the application.
- The Housing team would like to see more affordable housing provided – particularly more 2 bedroom and 3 bedroom dwellings.
- Shared ownership tenures, although they are technically a type of "affordable housing" tend not to be affordable to those households that are on the borough's housing register. For this reason the Housing Service would like most or all of the 2 and 3 bedroom units to be either social rented or affordable rented tenures.
- They are pleased to see that seven of the 3-bedroom units are to be social rented (rather than affordable rented).
- The proposal is that of the 30 affordable units, 8 would be intermediate shared ownership, but it is not clear how the other 22 would divide between social rented and affordable rented tenures.

On 10<sup>th</sup> November 2017, in response to the objection from the Housing department, the applicants submitted a three page document responding on each point. In particular they pointed out that the Council's policy requiring 35% provision of affordable housing is not an absolute requirement, but is dependent on the scheme being viable, and that it allows

for exceptions in cases where this can be justified. They mentioned that the Council had commissioned an independent consultancy to review their viability appraisal, and that the results of that independent review were being awaited. This document was forwarded to the Housing Supply Manager, who replied on 16<sup>th</sup> November 2017. The following excerpts are from her e-mail:

*“As a Housing Service we are commenting on the affordable housing mix, not the design or viability... Planning Officers and Committee may disagree and may still support and approve the scheme despite Housing’s comments, as their roles are to look at the application and site as a whole. At present our position remains the same, that as the offer has half the rented affordable housing required, we cannot support it.... The mix of unit sizes offered is a good mix, and I appreciate it has taken into consideration our need for family sized accommodation, however... the total number of units is not sufficient.”*

#### WATFORD BOROUGH COUNCIL: ENVIRONMENTAL HEALTH OFFICER

An Environmental Health Officer submitted the following comments on 6<sup>th</sup> Dec 2017:

- The application is accompanied by an acoustic report, but it lacks detail. It does not consider vibration, nor the potential impacts of noise from the proposed craft beer tap room, the existing tyre fitting garage, or the noise that might arise if the ground floor commercial unit were used as a gym.
- These issues could be dealt with by a condition requiring further details of acoustic mitigation measures.
- A condition is recommended restricting the use of the outdoor drinking area by the craft beer tap room so that it cannot be used between 10pm and 8pm, so that residents will not be disturbed if their windows are open at night.
- A condition is recommended that no cooking facilities should be included in the craft beer tap room or in the ground floor commercial space of Block B unless details of a satisfactory fume extraction system that will not harm the amenity of residents has been submitted and approved.
- Block D is within 20 metres of Dunnings Bar, which is soon to have an extractor flue installed for its kitchen. Therefore residents on the second and third floors of Block D should be able to ventilate their homes without opening their windows, and a condition should be applied to require further details of how this will be arranged.
- A demolition and construction management plan should be required by a condition, and it should include an asbestos survey.
- It should be possible to deal with any noise issues that might arise from Network Rail’s occasional use of their service yard to the rear of this site by using environmental

legislation; therefore the Environmental Health Officer does not object to the proposal as regards its proximity to that Network Rail yard.

#### WATFORD BOROUGH COUNCIL: CONTAMINATED LAND OFFICER

On 20<sup>th</sup> October 2017 a representation was received from an Environmental Protection Officer, making the following points:

- The history of this site includes some potentially contaminative uses, including a railway station, goods yard and engine shed, a smithy, a depot, and more recently business uses related to motor vehicles.
- The proposal includes some soft landscaping and some children's play-space.
- Therefore a pre-commencement condition is recommended that would require an asbestos survey, and the removal of any contaminants that could be mobilised by the removal of any hardstanding.
- A second condition is also recommended, requiring that any unexpected contaminants that are found during the works should be reported immediately to the Council in writing, and an agreed method for remediating them should then be implemented.
- An informative note is also recommended, directing developers to on-line advisory documents.

#### HERTFORDSHIRE COUNTY COUNCIL: HIGHWAYS

A representation was received making the following points:

- Herts Highways do not object to the application, subject to 4 recommended conditions.
- The first of the four conditions that they requested stated that more detailed drawings should be required of the designs for the improvements to the existing vehicular access to the site.
- The second of the four conditions required more detailed plans of the basement parking area, including the dimensions and arrangement of the individual parking spaces and swept path diagrams to show how vehicles would be able to manoeuvre into them.
- The third condition would require a servicing and delivery plan, the stated reason being to maintain the efficiency and safety of the highway.
- The fourth condition would require a Construction Traffic Management Plan.
- A section 278 agreement between the developers and Herts Highways will be necessary for any works to the public highway.
- A section 106 planning obligation should be required. This should include contributions for the monitoring of a Travel Plan, and also for costs relating to

securement of a permit-free agreement to exclude the development from the existing nearby Controlled Parking Zone, and to regulate on-street parking on roads that are not in CPZs.

- Herts County Council wrote that payments might be due under the Community Infrastructure Levy (CIL) to contribute to local transport improvements. However they seem to have been unaware that this site falls within a Special Policy Area in which developments are not liable for CIL.
- HCC consider that the proposed development is likely to lead to a decrease in the number of vehicle movements to and from the site during peak times, compared with the existing situation.
- HCC accept that most of the residential person trips generated are likely to be by rail (35%) or by walking (27%). Similar figures (35% and 35%) were arrived at for the ground floor commercial premises, on the assumption that it would be a gym. The artisan tap room that is proposed for the listed building would only generate trips on foot or by bicycle.
- The access proposals would use an existing vehicular access point from the St Albans Road. These access proposals are considered safe and appropriate, but more detail on them will be required.
- The development would not be likely to exacerbate any particular road safety problems.
- A draft Travel Plan has been included in the Transport Assessment, but a Section 106 agreement will be needed to ensure that a more detailed Travel Plan is submitted.

#### HERTFORDSHIRE COUNTY COUNCIL: SURFACE WATER DRAINAGE TEAM

Three responses have been received from HCC'S Flood and Water Project Officer responding to various information.

1. The final response received on 5<sup>th</sup> Dec 2017 removed her objection, saying that she was now satisfied, but recommending two conditions.

#### **Representations and objections received from the public**

At the time of writing this report (08.12.2017) a **total of 85 responses** had been received from local residents or other members of the public. One of those was a neutral representation. **Three were objections:** 2 being from residents of Church Road and one being from the Nascot Residents' Association.

81 representations were received in support of the application, but mostly they did not contain full addresses. This has come about because the applicants have set up their own

website [www.adelaidewatford.co.uk](http://www.adelaidewatford.co.uk) on which members of the public were invited to tick boxes corresponding to sentences expressing support for certain aspects of the application, all starting: *“I support GS8’s plans to redevelop the site at 147 St Albans Road. It will bring many benefits including...”* The boxes they were invited to tick were:

- Regenerating this run-down site
- Improving the St Albans Road area
- Bringing the listed building back into life
- Providing much needed housing
- Creating a tap room and exhibition space for Pope’s Yard Brewery
- Providing a new car club facility for residents to use.

These entries were converted into e-mails that the developers then forwarded to the Council as representations in support of their application. Most of them contained an e-mail address and a postcode, but not a full address.

Additionally, a short petition, with four signatories, was delivered in support of the application. Those signatories were residents or traders on St Albans Road. That petition was produced and submitted by Pope’s Yard Brewery, and it bears their logo. They are partnered with the applicants as they are to be the operators of the craft beer tap room that is proposed. Pope’s Yard has also written a separate letter in support of the application.

One letter of support has been received that was written and submitted by a member of the public in his own right, with full contact details included. He is a resident of Leaford Crescent in North Watford.

It is for the members of the Committee to decide what weight to place on the various public representations in reaching their decision, however all material planning considerations should be taken into account in determining the application.

**The following table contains a summary of the points that were raised both for and against the applications:**

Points Raised	Officer’s Response
The flats on Church Road have already been completed, and some have been sold.	This lady has misunderstood the application. She has confused 147 St Albans Road (which stands on the junction with Church Road, but which is not part of the application site) with 147a St Albans



	<p>Road (which is the listed former station building that is part of the application site). It is true that 147, which was previously the premises of a tool hire business, has recently been converted into flats; but that is not a part of this application.</p>
<p>Two residents of Church Road have written that their street suffers from parking congestion. One also mentioned that vehicles, including lorries, sometimes drive down it at dangerously high speeds.</p>	<p>Church Road is part of a Controlled Parking Zone in which only permit holders may park during the controlled hours. Streets to the south are also in the CPZ, as is Bedford Street to the north of the site. A s106 planning obligation will ensure that residents of the new homes that are proposed by this application will not be entitled to claim parking permits. This application is not likely to attract any additional traffic to Church Road, as there will be no access to the site from that street. The railway separates them.</p>
<p>Because only 20 of the 150 dwellings will have a parking space, insufficient off-street parking is proposed, and it is feared that the other residents will have to park on neighbouring streets, exacerbating problems of parking congestion there.</p>	<p>A total of 26 parking spaces are proposed comprising: 2 disabled, 4 for a public car club and 6 for a private car club, leaving 14 others; so most of the new homes will not have their own parking space, but they will have the use of shared car club vehicles, and there will be plenty of cycle storage. The main station is almost next door, and the Town Centre is just ten minutes' walk away, so the site is ideal for car-free living. Please refer to the <i>Parking and Transport</i> section of this report.</p>
<p>The buildings will not be in keeping with the character of the Nascot Conservation Area because of their scale and bulk. They will be an unsightly feature that will be visible from neighbouring areas. This is contrary to the proposals in the Council's draft masterplan</p>	<p>Please refer to the <i>Design</i> section of this report.</p>

<p>(2016) for the Watford Junction Area, which suggested that buildings on this site should be mostly 2-3 storeys, with a maximum of 4 storeys.</p>	
<p>Inadequate provision is being made for green spaces and for children’s play space, which will be needed as families are likely to occupy some of the flats.</p>	<p>The application is accompanied by several drawings by landscape architects showing the communal green space that is proposed in the centre of the development, which all the residents would have the use of. It would include a children’s play area with equipment installed for that purpose. Every upper floor flat is to have a balcony, and the duplex houses in Block D are to have small rear gardens. The 6 storey element of Block B is to have a landscaped roof garden.</p>
<p>The development will cause an increase in traffic levels on the local road network.</p>	<p>The Transport Statement that has been submitted concludes that the development is likely to result in a <i>decrease</i> in the number of vehicle trips to and from the site during peak hours and daily. Hertfordshire County Council’s Highways Service has accepted this, and they have not objected. It will be a car-light development, whereas currently the site is dominated by cars and vans – some for sale, some for hire, and some being repaired or serviced.</p>
<p>Schools nearby are oversubscribed.</p>	<p>Watford Borough Council and Hertfordshire County Council (who are the Local Education Authority) are aware of the need for increased school capacity, and work has been done in recent years to address this. Several new primaries have opened in Watford, two secondary schools in the borough have been rebuilt, and a new secondary is soon to be built just outside the borough in Croxley. Most new</p>

	<p>developments in Watford make financial contributions towards infrastructure through CIL, but this particular site is CIL exempt as it lies within a Special Policy Area.</p>
<p>This is a piecemeal development that does not comply with the stated aims of the Watford Local Plan. It does not include the tyre-fitting workshop. How can that be redeveloped in future if it is not part of this development?</p>	<p>The Watford Local Plan Part 1 (Core Strategy) contains a section (3.1) entitled <i>Our Vision For Watford</i>. It stresses the need for development that is sustainable, well designed, respectful of the town's character and heritage, well connected for transport links, with a mix of shops, offices, leisure and cultural facilities, and it should be well located for pedestrians and cyclists. This proposal meets those criteria.</p> <p>The tyre-fitting garage was not included in the site as that the applicants were not able to persuade its owner to sell it to them. It would be possible to redevelop it in future – either the same or a different developer could do that. A separate application for planning permission would have to be made, and the Council would expect that its design would be consistent with the scheme that is being considered in the present application.</p>
<p>What overall benefit would this development bring to the area? How does it support the regeneration of the Watford Junction area?</p>	<p>Several benefits to the area would arise from this development. A run down and dirty industrial area near the town centre would be regenerated for much-needed housing to help meet the area's acute need for new housing, including some affordable tenures. This site is part of the Watford Junction Special Policy Area. A local business (Pope's Yard) which is the sole remaining brewery in a town that was once dominated by its brewing industry, would be given new premises, and this would</p>

	<p>provide a new lease of life to a run-down Grade II Listed Building of historical significance. The developers are agreeing to pay for improvements to the pedestrian subway and also to plant new street trees on St Albans Road to add greenery to the townscape where there is currently none. The ground floor of Block B could be used as a gym and the listed building as a craft beer tap room – both of which would be open to the public. The number of vehicles coming and going from the site would be reduced, helping to ease congestion on local roads.</p>
<p>A local historian, who is well known to the Council and who often takes an interest in planning applications affecting Listed Buildings, has written to say that she is pleased to see that the finishing material for the new buildings will be brick, and that a new use is being found for the Listed Building.</p> <p>She worries that Building B is too tall and that it would crowd the Listed Building and obscure views of it from the north. She would have preferred the tallest building to be in the position where Building A will be. She notes that references in the application to the height of future buildings on the eastern side of St Albans Road are only hypothetical.</p>	<p>Planning Officers made it clear to the developers at pre-application stage that this site is part of the Nascot Conservation Area, and that its finishing materials should acknowledge that by using brick, which characterises the Victorian streets nearby. Building B is the tallest of the blocks at 13 storeys, but its tallest element is stepped away from the Listed Building – that nearer section is to be only 6 storeys tall, so as to avoid it dominating the Listed Building. There is also to be a gap between Building B and the listed building, and that gap will be occupied by the outdoor drinking area for the craft beer tap room. It is true that views from the north of the Listed Building might be partially obscured.</p>
<p>A resident of North Watford writes that he considers this to be an imaginative development, on a difficult site; and that he is pleased to see that a new role is being found for the original railway station building, which will be restored from its current dilapidated condition. He writes</p>	<p>Noted.</p>

that this development, unlike some others he has seen, has displayed a sensitivity to the history and character of the area.	
--	--

The Committee will be informed of any further representations that are received up to the date of the committee meeting.

---

## **APPRAISAL**

### **Uses**

Watford has an acute housing shortage, and Priority 1 of the Council’s Corporate Plan is: *“identify ways to meet the borough’s housing needs.”*

Primarily this will be a housing development – the main use class being C3 (single household dwellings). This will bring about a significant change to the character of the site, which has long been dominated by small-scale businesses relating to selling, renting and repairing vehicles (although it is understood that the listed former station building was used as a home between the 1930s and the 1980s). While it will certainly be a change, this is considered to be a change for the better, given that the site lies in between two long established residential areas: Bedford Street to the north and the main part of the Nascot Conservation Area to the south. The proposal complies with Policy SPA2 of the Watford Local Plan, which envisages this land as part of a major new residential neighbourhood of at least 1,500 homes. This development of 150 homes would be the first contribution towards that target, supplying 10% of it.

The other proposed uses relate to the ground floor of Building B and to the repurposing of the listed former station building. Discussions between planning officers and the applicants have focused on the most likely uses being a gym in Building B and a craft beer tap room for a small local independent brewery called Pope’s Yard in the listed building. A drinking establishment is class A4. However the planning permission application is seeking to keep other options open by also applying for use classes D1 (non-residential institutions, for instance an exhibition space), D2 (assembly and leisure, such as a meeting hall) and B2 (general industrial, presumably so that beer could be brewed on the premises). Of these, the only class that might give rise to some concern is B2, since certain types of heavy industrial activity would be undesirable next to a new residential development; but that can be controlled by a specifically worded condition to make it clear that a blanket B2 permission is not being granted.

The proposal to convert the listed building to a craft beer tap room (class A4) is considered acceptable in principle. The Council's Environmental Health service have been consulted, and in his response our Environmental Health Officer has pointed out that this use might give rise to some noise – both from within the building and from the proposed outdoor seating area – which could disturb residents in some of the new flats if they have their windows open. He also raised a similar concern about the notion of a gym being included on the ground floor of Building B because such a use can sometimes involve noise and vibration. The application was accompanied by a Noise Exposure Assessment which was prepared for the applicants by consultants, but our Environmental Health Officer considers that more detail on these issues is required. For these reasons a condition should be applied to the planning permission requiring the submission of further details on measures to mitigate noise and vibration before the flats that might be affected can be occupied.

### **Alterations to the Listed Building**

The fact that a building is Listed does not necessarily mean that extensions and alterations should never be allowed, but rather that the appropriateness of any such works should be carefully considered. In their recent enhanced listing of the former station building English Heritage noted that the exterior of the building is of more importance than the interior, but we must consider the proposals as a whole.

The proposal will make little difference to the external appearance of the building, other than to tidy it up. A small side extension is proposed to contain a toilet on the left side of the building, which will reinstate a toilet that once stood there; but this will be hidden behind an original boundary wall. Internally there is a proposal to install partition walls in one of the rear rooms, to divide it into toilet cubicles and a corridor with an exhibition wall. The front and rear rooms on the right side are to be joined to create a seating area by removing part of an internal wall. An original ticket window that once connected the front left room with the central corridor is to be reinstated. A window at the rear, which currently serves a toilet, is to be enlarged below to make it into a back door to the narrow open space behind the building.

The Conservation Manager has reviewed the application and made the following points:

- She supports the principles of the proposal, which is to give the Listed Building a new lease of life.
- Because the submission is insufficiently detailed as regards some of the proposals, it will be necessary to apply pre-commencement conditions to control the works. The Specification of Works document that was submitted should have been illustrated with

photographs of the existing features, and it should have been more detailed regarding the works proposed. It should have examined the possible alternatives; and fuller justifications should have been included for the proposed alterations.

- Proposals that would involve partial demolition are: new opening in internal wall, reinstatement of ticket office window, and the changing of a rear window into a door. Further detail and justification is needed regarding the reinstatement of the ticket office window, but otherwise these changes will involve only minor demolition and they will not cause significant harm to the fabric or the character of the Listed Building.
- The proposals include removing a step to level the floors – presumably for improved accessibility, but this is not explained and no alternatives are explored. More information on what the floors are made of and of what is beneath them should be required by a condition.

### **Design / visual impact on heritage assets**

The site falls within the Nascot Conservation Area, the main part of which lies to the south and is separated from the site by the railway cutting; but it also includes Bedford Street with its single side of terraced two storey Victorian houses – some in their original London stock bricks while others have been rendered and painted white (numbers 8-18 are locally listed). In the main part of the conservation area bricks are the predominant finishing material, and most of the buildings are two or three storeys tall.

This being a key site that is allocated for significant amounts of housing as part of Special Policy Area 2 (Watford Junction) clearly it would be wasteful to use this site for two or three storey houses – the number of those that the site could accommodate would not make a significant contribution to solving the borough's acute need for new homes (which was estimated in 2016 as a need for 577 new homes per year, and which is likely to rise if the government's proposed new standardised methodology for calculating housing need is introduced). The sites that are considered most suitable for high density housing and for taller buildings are those that are near major public transport nodes such as stations, and indeed the Watford Junction Special Policy Area is recognised as such a location in the Watford Local Plan.

The architect has been presented with a conundrum: how to design a scheme that is high density, making efficient use of the land to provide the maximum reasonable number of new homes, while also respecting the character of the Nascot Conservation Area. Clearly blocks of flats that are up to 13 storeys tall do not resemble Victorian two storey terraced houses; but the aim is not to reproduce or to pastiche historic buildings, but rather to produce new buildings that acknowledge them, and which do not detract from them. This has been done (successfully in the opinion of the case officer and of the Development

Management Section Head) partly by the choice of bricks as the finishing material, using three different shades to distinguish the different blocks and to avoid monotony, but all of them being subdued tones of brown or grey that respect their Victorian surroundings; partly it has been achieved by staggering the heights of the buildings so that they step down where they approach sensitive neighbours such as the listed building or the houses on Bedford Street; and partly it has been achieved by the breaks between the buildings and the introduction of soft landscaping within the site, and by the planting of street trees on the St Albans Road which is currently lacking trees on this side, and which is dominated by hard surfaces and road traffic.

Work is still underway on producing a final version of the Council's masterplan for the redevelopment of the wider Watford Junction Special Policy Area. The draft version that was published for consultation in 2016 set out some ideas for building heights, but those may change in the final adopted version. At any rate it is clear that there will be denser development and taller buildings on the eastern side of St Albans Road than on this western side because that side is outside the Nascot Conservation Area while this side is within it.

The building heights that are proposed here (2/4/6/7/11/13) are relatively modest when compared with some schemes that have recently been granted planning permission on Clendon Road and on Ascot Road (this proposal having been reduced by nearly a third since the original pre-application scheme was presented with an eighteen storey tower) but this restraint reflects the sensitivity of this site, where the impact of the development on the setting of a Grade II listed building and on the character of a Conservation Area must be considered. There are also two Locally Listed pubs immediately to the north of the site, and houses at numbers 8-18 Bedford Street, whose setting must be considered. Clearly there will be some impact on the setting of these heritage assets if taller buildings are erected near them; and there will be some obstruction of views of the listed station building from further north up the St Albans Road, but overall it is not considered that the impact will cause significant harm because the tallest buildings will be set away from them. At present the site has a run down and scruffy appearance, dominated by vehicles, which is hardly a boon to the setting of the locally listed buildings, the nationally listed building or the conservation area.

These buildings, despite their size, are designed in a simple modern style that will not draw undue attention to themselves and away from historic buildings nearby. Their varied heights, the breaks between them, and the faceted way in which Building B turns the corner beside the vehicular entrance, all help to avoid the development appearing monolithic or overbearing in the street-scene.



### **Quality of the homes**

The homes would all be large enough to provide a satisfactory standard of accommodation. They would all comply with the nationally described technical housing standards, which are set out by the government for the internal spaces of new homes, and which have been adopted by the Council as part of the Residential Design Guide supplementary planning document.

Most of the flats would be dual aspect, so that they will enjoy natural light and views from two sides. All of the upper floor flats will have balconies, the four duplex terraced houses in Block D will have private rear gardens (albeit those will be small), and all of the residents will have the use of the communal gardens, which will be landscaped with paths designed to be reminiscent of railway tracks, and with a central children's play area.

Storage rooms are proposed in the basements, and a condition should be applied to ensure that those are secure, and managed by the concierge, so that residents will be able to store bulky domestic items, sports equipment etc that they cannot accommodate in their flats.

### **Affordable housing**

The original proposal was that 30 of the 150 dwellings (i.e. 20%) will be affordable housing (a mix of *social rent*, *affordable rent* and *intermediate ownership*). The 22 social rent and affordable rent units will be in Block C (making up the whole of that block) while the 8 intermediate units will be in Block A (which will also contain 60 private flats).

Affordable rented:	17 (4x1-beds, 11 x 2-beds, 2x3-beds)	all in Block C
Social rented:	5 (all 5 of those to be 3-beds)	all in Block C
Intermediate:	8 (5x1-beds, 3 x 2-beds )	all in Block A
TOTAL	30 (out of 150)	

Policy HS3 (Affordable Housing) of the Watford Local Plan states that a rate of 35% affordable housing is usually sought for developments of ten or more new homes, except in cases where the developer can demonstrate exceptional constraints on the development through the submission of a viability assessment. In this case their initial proposal, when this application was submitted in October, was that 20% of the homes would be affordable housing of one tenure or another, and the applicants supported their proposal by submitting a viability appraisal that had been prepared for them by specialist consultants (its front cover is marked "confidential" but their planning agent has agreed that we may publish it as our policy on publication has changed during the period in which

we have been considering this application – the Council now expect that viability appraisals will normally be published).

The Council have commissioned another specialist firm of consultants to examine the viability report to determine whether it is accurate, and agreement has now been reached on the methodology that was used and the figures that were arrived at. On 6<sup>th</sup> Dec 2017, following negotiations between the two viability consultancies, the applicants offered to provide a further 14 intermediate units in Block A (12 x 1-beds and 2 x 2 beds). This would make a total of 44 affordable units out of 150, i.e. 29%, which is a significant improvement over the initial offer of 20%.

The Council's Housing team regard intermediate units (i.e. shared ownership) as being less useful in terms of meeting the needs of people on our housing list than social rented or affordable rented tenures – all three are nationally recognised forms of affordable housing, but in an area where property prices are as high as they are in Watford some are more affordable to people on our Housing List than others. With this in mind, planning officers have suggested to the applicants that, rather than providing the additional 14 intermediate (shared ownership) units, it might be preferable that they provide an equivalent commuted financial sum to fund the provision of social rented or affordable rented units elsewhere in the borough. This approach is allowed for by our newly adopted supplementary planning document Commuted Sums for Affordable Housing (adopted November 2017). It will be for the members of the Development Management Committee to decide which of the two approaches they prefer.

### **Fire safety**

While strictly speaking fire safety is a matter that is covered by the Building Regulations rather than being a Planning consideration as such, it is reassuring to note that this proposal has taken account of it. This is set out in section 10.3 of the Design and Access Statement. All the flats are to have sprinklers installed, and dry risers are to be included in all the buildings.

### **Impact on neighbours**

This site is separated from the rear gardens of houses on Church Road by the railway. Section 3.4 of the Design and Access Statement shows that the separation distances between the proposed new buildings and the rear windows of those existing houses would be at least 45 metres, and more in some places. This compares favourably with the requirement in our Residential Design Guide that separation gaps of at least 27 metres be retained in such cases, so as to offer reasonable protection to the privacy of private rear

windows.

To the north of the site the neighbours are the terraced houses on Bedford Street. Once again the positioning is fortuitous because there are no houses backing onto the site – only the other side of Bedford Street has houses, and those are facing the site rather than backing onto it, so their private rear windows and rear gardens will not be overlooked. In any case, the tall buildings that are proposed will be at least 50 metres away from those terraced houses. The part of the development (Building D) that will front onto Bedford Street will be mainly just two storeys tall where it stands opposite those houses, so it will not be overbearing towards them.

One of the supporting documents that the applicants have commissioned from specialist consultants is a Daylight and Sunlight Report, which contains appendices with visual images of the proposal in relation to existing neighbouring houses and their windows. Using two widely recognised methodologies, the study concludes that any overshadowing of neighbouring houses' windows will be so minor as to have only a negligible impact on them. This is because of the way in which the scheme has been designed to keep the tallest elements away from neighbouring residential premises.

### **Parking and transport**

Policy T2 (Location of New Development) of the Watford Local Plan states that:

*New development should be located in close proximity to sustainable transport nodes and local centres or the town centre where facilities can be accessed without the need to travel by private car.*

This proposal complies with that policy. Being located barely five minutes' walk from Watford Junction Station, with excellent rail links to London as well as a local bus depot, and being approximately 15 minutes' walk from the Town Centre and from public facilities such as the Central Leisure Centre, the Town Hall, the library and Cassiobury Park, this should be regarded as a sustainable site that is suitable for homes in which the residents do not own cars.

Residents of this development are likely to walk to Watford Junction Station via the neighbouring pedestrian underpass, which is in need of some refurbishment. The applicants have indicated that they would agree to pay for the old lighting of that underpass to be replaced by bright, low maintenance modern LED lighting as part of a Section 106 agreement. This will make it a safer and more agreeable route to the station.

Ample provision will be made for the safe storage of 215 bicycles (for the 150 dwellings) which exceeds the requirement for one space per dwelling that is set out in both our existing policy (Appendix 2 of the Watford District Plan 2000 supporting saved Policy T10) and our most recently published draft policy in Appendix H of the draft Local Plan Part 2 (published in July 2016 but not adopted).

There will be only 26 car parking spaces provided within the site, which is a modest provision when one considers that the scheme will contain 150 households and a commercial business in Building B. Those 26 spaces will be as follows:

- There would be only 4 surface level spaces, and those would be reserved for a car club which the general public would be entitled to join (i.e. not only residents of the development).
- In the basement of Building A there would be 2 parking spaces for disabled users plus 20 standard sized spaces – 6 of which would be specifically for car club vehicles that would be only for the use of residents or staff of the development. That would leave 14 standard spaces for privately owned cars, plus the 2 disabled spaces.

Hertfordshire County Council is the local highway authority, and they were consulted on this application. A summary of the points that they raised is provided above, in the section of this report entitled *Representations received from statutory consultees, partner agencies and Council colleagues*. Hertfordshire Highways have not objected to the application (although they have asked that four conditions be applied – see below) and they have accepted the conclusions of the Transport Assessment document which was prepared for the applicants by consultants Caneparo Associates, which were that there would be a significant reduction in the number of vehicle trips associated with the site. Indeed this is obvious because currently the site is dominated by vehicles – with the several businesses that operate here revolving around used car sales, car repairs, MOT testing and van rentals; whereas the proposal is to replace those uses with a development that would have only 26 parking spaces. Hertfordshire County Council estimate that there would be a decrease of 20 two-way vehicle movements in the peak morning period and of 8 two-way vehicle movements in the peak afternoon period. The result would be an improvement to the flow of traffic on the St Albans Road.

There will be no new access to the highway because the existing access point is to be used. Some alterations will have to be made to that access, and the County Council have asked that a condition be applied to request further details such as kerb radii etc. However it is not considered that such a condition would be justified because it would be duplicating the process that is already mandatory, by which the developers will have to apply to the

County Council for an agreement to carry out works affecting the public highway under Section 278 of the Highways Act 1980. No purpose would be served by duplicating that process through a condition of a planning permission, and such a condition would be unjustified.

The second of the four conditions that Herts Highways requested was for detailed plans of the basement parking area, including the dimensions of parking spaces and a swept path analysis to show how cars would manoeuvre into them. However we must be mindful of the fact that the car park will be in a private basement, where it will have no impact on the functioning of the public highway, so it is difficult to see how this condition is relevant to the role of the local highway authority. Swept path diagrams showing how various types of vehicle would enter and leave the site, to and from the public highway, have already been submitted in appendices G and H of the Transport Assessment document. Conditions should only be applied if they are necessary to prevent harm; but this development would still be acceptable even if it had fewer than 22 parking spaces in the basement; so it would be difficult to justify such a condition.

The third condition that Herts Highways have suggested would require a Servicing and Delivery Plan, and the reason that is given to justify that requirement is “in the interests of maintaining highway efficiency and safety.” However we must again be mindful that conditions are only justified if they are necessary to prevent harm, and if without those conditions the scheme would have had to have been refused. In this case the servicing of the site currently involves service vehicles stopping on St Albans Road itself, whereas the proposal is that the servicing of the development would be carried out entirely within the site – which would constitute an improvement. It would therefore be difficult to justify such a condition. There will be a concierge on site who can manage deliveries and services such as refuse collection, the basement refuse stores will be equipped with a refuse hoist, and tracking diagrams have been submitted in the appendices of the Transport Assessment to show that large service vehicles can enter and leave the site in forward gear; so it is difficult to see any strong reason that would justify a condition requiring further details.

The fourth condition that Herts Highways suggested would have required the submission of a Construction Traffic Management Plan, the stated reason being “to protect highway safety and the amenity of other users of the public highway and rights of way.” However we must remember that planning conditions must meet the relevant tests. It is understandable that Herts Highways are interested in the movement of construction vehicles and contractors’ vehicles on the surrounding roads; but we should consider that any vehicle that is legally taxed is entitled to drive on the public highway at any time (planning conditions can not restrict this), and issues such as depositing dirt on the

highway or causing obstructions to the public highway are already controlled by other regulations, so it is not considered appropriate to attach such a condition to the planning permission.

Even in a sustainable location such as this, with excellent rail and bus connections nearby, residents might need the use of a car from time to time – for instance to visit places that are not well served by public transport, or to move bulky items. In such cases the residents will have the benefit of being able to use one of the 10 vehicles that will be provided by car clubs on the site – six of which will be exclusively for residents or staff, while 4 will be open to anybody who wishes to join the club. The proposal is that residents will be entitled to free membership for the first three years. Car clubs usually use environmentally friendly electric vehicles.

### **Opportunities for further development**

The developers have assembled the application site by purchasing several plots of land, but they have not been able to buy 149 St Albans Road (Tyre City) or any of Network Rail's land. However they have given some thought to how further buildings could be added in future if any of that land were to become available, and these are shown in section 6.3 of the Design and Access Statement. Such further works could be carried out by incorporating them into this development, or they could be undertaken by others; but in either case further planning permissions would be required.

### **Surface water drainage**

The drainage scheme that is proposed includes green roofs (i.e. with plants to absorb water) and blue roofs (i.e. with holding areas to release water gradually). Apart from some areas of permeable paving, infiltration drainage has not been adopted in this proposal because the site is over chalk, where infiltration is not appropriate on account of the risk of sink holes being formed. The soft landscaping of the garden will absorb a certain amount of rainwater; but otherwise the aim of the proposals is to release rainwater gradually to the sewers, since there is no water course nearby into which it could be discharged.

Hertfordshire County Council is the lead local flood risk authority. Although they initially objected to the proposal, that was on the grounds that insufficient information had been submitted on the subject of sustainable drainage, rather than because they had any particular disagreement with the proposals *per se*. Responding to their request for further detail, the applicants submitted a second and then a third set of documents to demonstrate that the development would not give rise to surface water flooding.

Hertfordshire County Council's drainage team has now pronounced themselves satisfied, although they have asked that some conditions be attached to the planning permission.

A pragmatist might have taken the view that it is obvious that the development will not give rise to any increased likelihood of flooding because the proposal includes some soft landscaped gardens, green roofs and brown roofs, whereas the existing site contains no greenery or bare earth at all, being entirely made up of hard surfaces, so if anything the development is likely to bring about an improvement in the amounts of rainwater that would be absorbed within the site.

### **Conclusion**

The proposed development strikes a sensitive balance between respecting its context among some historic buildings (including a nationally listed former station building, two locally listed pubs, and the streets of a Victorian conservation area) on the one hand, and on the other providing significant amounts of new housing (150 homes) in a sustainable location that has been allocated as one of the borough's main housing sites: the Watford Junction Special Policy Area. The new homes will provide a good standard of amenity for their residents, without compromising the amenity of their neighbours. Some relatively tall buildings are proposed, and it will be possible to see some of them from surrounding areas; but they will not cause any significant harm.

Although the proposal was to provide 20% of the units as affordable homes, the applicants have now offered to provide either an additional 14 intermediate (shared ownership units) or else an equivalent financial sum as a commuted payment to fund the provision of social or affordable rented homes elsewhere in the borough – the choice is to be made by members of the Development Management Committee.

The impact of the proposals on the Grade II listed former station building is considered acceptable in terms of its setting, and also as regards the works to the building itself, which will restore it from its shabby current appearance, and make it available for the community to enjoy. Historic England have not objected to the application, and the Council's own Conservation Manager considers it acceptable, although further details will be required by conditions before some of those works may commence.

---

### **Human rights implications**

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.

---

**Recommendation 1: 17/01414/FULM listed building consent**

That Listed Building Consent be **granted**, subject to the following conditions:

**1. THREE YEAR EXPIRY**

The works to which this consent relates must be begun not later than the expiration of three years beginning with the date on which this consent is granted.

Reason: To comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, to prevent the accumulation of unimplemented listed building consents.

**2. DRAWINGS & DOCUMENTS APPROVED**

The development shall be carried out in accordance with the following drawings and documents, unless otherwise approved in writing by the Local Planning Authority:

Drawing 3388 / PA2.21 by ARP

Drawing 3388 / PA2.22 by ARP

Drawing 3388 / PA2.31 by ARP

Drawing 3388 / PA2.32 by ARP

Drawing 3388 / PA2.33 by ARP

Drawing 3388 / PA2.34 by ARP

Drawing 3388 / PA2.41 by ARP

Drawing 3388 / PA2.42 by ARP

Heritage and Townscape Appraisal by KM Heritage, dated Oct 2017

Specification of works, dated Sep 2017

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

**3. TICKET WINDOW AND FLOOR**

Neither the proposed reinstatement of the internal ticket window, nor the proposed alterations to lower internal floors, shall be commenced until further details have been submitted to, and approved in writing by the Local Planning Authority, explaining and justifying the works. That document should assess the alternatives, and show exactly



where the ticket window would be, its dimensions, its design, and the materials to be used. It should include details of the existing flooring and of what is beneath it. These additional details should be illustrated with photographs of the existing wall and floors that would be altered, along with details of the new floor materials that are proposed.

Reason: To prevent unnecessary harm being caused to the original fabric of the Listed Building, pursuant to Policy UD2 (Built Heritage Conservation) of the Watford Local Plan.

#### 4. EXTERNAL WINDOWS AND DOORS

No doors or windows or their frames shall be replaced (except the existing rear toilet window which is to be converted to a door) unless with the further written agreement of the Local Planning Authority, in which case the replacements must be of timber. However the existing doors and windows and their frames may be repaired and repainted, and their glass may be replaced with identical glass, without the need for further consent; and secondary glazing may be installed without the need for further consent. The new door and its frame in the rear elevation (replacing an existing toilet window) shall be of timber.

Reason: To prevent unnecessary harm being caused to the original fabric of the Listed Building, pursuant to Policy UD2 (Built Heritage Conservation) of the Watford Local Plan; and to ensure that any replacement features that are necessary are appropriate in their design and their materials.

#### 5. RAINWATER GOODS

The existing rainwater goods may be repaired without the need for further consent; but they shall not be replaced unless with the further specific written consent of the Local Planning Authority – in which case samples of the proposed replacements (which should be cast iron) shall be submitted for written approval.

Reason: To prevent unnecessary harm being caused to the original features of the Listed Building, pursuant to Policy UD2 (Built Heritage Conservation) of the Watford Local Plan.

#### 6. WIRES, PIPES AND HEATERS

No wires, cables, pipes, electrical outlets or heaters shall be installed except those that follow existing routes or use existing apertures, unless with the further specific written agreement of the Local Planning Authority.

Reason: To prevent unnecessary harm being caused to the original fabric of the Listed Building, pursuant to Policy UD2 (Built Heritage Conservation) of the Watford Local Plan.

#### 7. BRICKS AND SLATES

The external walls of the new side extension (which is to contain a toilet) shall be finished in bricks, and its roof shall be clad in natural (not synthetic) slates; and no work shall commence on the construction of that extension until the bricks and slates have been submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that only appropriate materials are used, which are sympathetic to the period and style of this Victorian Listed Building, and to ensure that the extension will be well integrated with the original building.

#### 8. GROUND LEVELS

The external ground levels immediately adjacent to the Listed Building shall not be raised unless with the further specific written consent of the Local Planning Authority.

Reason: To prevent damp from harming the fabric of the Listed Building, pursuant to Policy UD2 (Built Heritage Conservation) of the Watford Local Plan.

#### **Recommendation 2: 17/01413/FULM planning permission**

That, pursuant to a planning obligation under section 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**

- To require the submission and implementation of a phasing plan setting out the phasing of the delivery of the development.
- To secure affordable housing units in Building A (at least 8 units of intermediate tenure, being at least 5x one bedroom units and 3 x two bedroom units) and in Building C (at least 5 x three bedroom units in social rented tenure and at least 17 units in affordable rented tenure comprising at least 4x one bedrooms, 11 x two bedrooms and 2 x three bedroom units).
- ACCORDING TO THE DECISION OF THE DEVELOPMENT MANAGEMENT COMMITTEE, EITHER:
  - a) A financial payment of £383,000 as a commuted sum to fund further affordable housing elsewhere in the borough of Watford; OR:
  - b) The provision of 14 extra intermediate tenure homes in Building A (12 x 1-bedroom units and 2 x 3-bedroom units) in addition to the 8 intermediate units specified above.
- To secure an agreement with a car-club operator to provide car clubs operating on the site for at least three years from the first occupation of the development. The

agreement is to include free car club membership for 3 years for residents of the development and a £50 drive credit for each resident.

- A financial contribution of £2000 towards the amendment of local Traffic Orders in the streets to the South of the site, and also in Bedford Street, to exclude the residents of the development from entitlement to claim residents' permits to park in those Controlled Parking Zones.
- A financial contribution of £45,000 towards 2 public consultations (one to be held during construction of the development and the other to be held after occupation of the development) into a proposal to introduce a new Controlled Parking Zone to the North of the site; and, in the event that the public response is broadly favourable, towards the implementation of such a Controlled Parking Zone. In the event that the public responses are both negative the developer will be entitled to a 10% rebate.
- The provision of such fire hydrants as may be required by Hertfordshire Fire Service to serve the proposed development.
- A financial contribution towards the planting of street trees outside the site on St Albans Road.
- A financial contribution of £10,000 towards the installation of modern LED lighting in the neighbouring public pedestrian underpass beneath St Albans Road, to improve public safety and amenity there.
- A financial contribution of £6000 for Hertfordshire County Council's Highways Service's expenses in monitoring of the Travel Plan (Appendix L of the Transport Assessment).

---

### **Conditions for the Planning Permission (17/01413/FULM)**

#### **1. THREE YEAR EXPIRY**

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. DRAWINGS APPROVED**

The development shall be carried out in accordance with the following drawings and documents, unless otherwise approved in writing by the Local Planning Authority:

Drawing 3388 / PA2.21 by ARP

Drawing 3388 / PA2.22 by ARP

Drawing 3388 / PA2.31 by ARP

Drawing 3388 / PA2.32 by ARP

Drawing 3388 / PA2.33 by ARP  
Drawing 3388 / PA2.34 by ARP  
Drawing 3388 / PA2.41 by ARP  
Drawing 3388 / PA2.42 by ARP  
Drawing L/S/001/71757/PGA01 by BBUK  
Drawing L/S/002/71757/PGA02 by BBUK  
Drawing L/S/003/71757/PH03 by BBUK  
Drawing L/S/004/71757/PH04 by BBUK  
Drawing L/S/005/71757/PP05 by BBUK  
Drawing L/S/006/71757/PP06 by BBUK  
Drawing L/S/007/71757/PTR07 by BBUK  
Drawing L/DE/401/71757/D01 by BBUK  
Landscape Statement L/RPT/71757/LS by BBUK  
Drawing 1624-LS-S-XX-DR-A-000 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-001 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-701 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-702 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-703 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-704 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-705 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-706 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-707 by Lynas Smith  
Drawing 1624-LS-S-LG-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-LG-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-00-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-05-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-10-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-20-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-30-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-40-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-50-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-60-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-70-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-80-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-90-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-100-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-110-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-120-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-20-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-RP-DR-A-1100 by Lynas Smith

Drawing 1624-LS-S-20-DR-A-1100 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-1200 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-1201 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-1202 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-1300 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-1301 by Lynas Smith  
Drawing 1624-LS-S-XX-DR-A-1302 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1500 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1501 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1502 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1503 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1504 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1505 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1506 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1500 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1501 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1502 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1503 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1504 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1505 by Lynas Smith  
Drawing 1624-LS-C-XX-DR-A-1500 by Lynas Smith  
Drawing 1624-LS-C-XX-DR-A-1501 by Lynas Smith  
Drawing 1624-LS-C-XX-DR-A-1502 by Lynas Smith  
Drawing 1624-LS-D-XX-DR-A-1500 by Lynas Smith  
Drawing 1624-LS-D-XX-DR-A-1501 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1800 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1801 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1802 by Lynas Smith  
Drawing 1624-LS-A-XX-DR-A-1800 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1800 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1801 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1802 by Lynas Smith  
Drawing 1624-LS-B-XX-DR-A-1803 by Lynas Smith  
Drawing 1624-LS-C-XX-DR-A-1800 by Lynas Smith  
Drawing 1624-LS-D-XX-DR-A-1800 by Lynas Smith  
Schedule 1624-LS-S-XX-SH-A-501 by Lynas Smith  
Schedule 1624-LS-S-XX-SH-A-504 by Lynas Smith  
Schedule 1624-LS-S-XX-SH-A-505 by Lynas Smith  
Schedule 1624-LS-S-XX-SH-A-506 by Lynas Smith  
Schedule 1624-LS-S-XX-SH-A-507 by Lynas Smith

Design and Access Statement by Lynas Smith, dated 10.10.2017  
Planning Statement by DP9, dated Oct 2017  
Statement of Community Involvement by GS8 / Forty Shillings, dated Oct 2017  
Heritage and Townscape Appraisal by KM Heritage, dated Oct 2017  
Specification of works, dated Sep 2017  
Affordable Housing Note dated 27.11.2017  
Noise Exposure Assessment 12653-NEA-01 Rev A  
Energy Report 61646/DMW Rev 01, by Malcolm Hollis, dated 27 Sep 2017  
Daylight and Sunlight Report by TFT  
Air Quality Assessment, dated Oct 2017  
Financial Viability Assessment by DS2 ref DS1318, dated Sep 2017  
Transport Assessment by Caneparo, dated Oct 2017  
Drainage Strategy & SUDS Statement 2170485 rev P2 dated Oct 2017  
Technical Drainage Note 2170485 ref EWR001 rev P2 dated 28.11.12017

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

### 3. MATERIALS TO BE APPROVED

No construction work shall commence above the level of the damp-course until full details of the bricks and of the window frames for the new buildings shall have been submitted to and approved in writing by the Local Planning Authority. Regarding the proposed extension to the Listed Building, the external walls of the proposed side extension shall be finished in bricks, and its roof shall be clad in natural (not synthetic) slates; and no work shall commence on the construction of that extension until the bricks and slates have been submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that only appropriate materials are used, which are sympathetic to the character of the Nascot Conservation Area in which the site is located, and which respect the period and style of the Victorian Listed Building, pursuant to Policies UD1 (Delivering High Quality Design) and UD2 (Built Heritage Conservation) of the Watford Local Plan.

### 4. USE CLASSES

The Old Station building shall not be used for any purpose except those falling within the following use classes: A4 (drinking establishment), D1 (non-residential institutions), D2 (assembly and leisure), and B2 (general industrial) only for the purposes of manufacturing beer or other drinks, or as an exhibition space. The commercial space on the ground floor of Block B shall not be used for any purposes except those falling within the following use classes: A1 (retail), A2 (financial and professional services), B1 (offices) and D2 (assembly and leisure). Notwithstanding that the application also sought permission for an A3 (restaurants and cafes) use on the ground floor of Block B, that use is not permitted by this

planning permission; no cooking facilities shall be installed in the ground floor premises of Building B, nor in the Old Station building, unless with the further specific written permission of the Local Planning Authority (which may be by applying to vary this condition or by seeking a fresh planning permission, accompanied by full details of the kitchen ventilation systems and of their likely impacts on residential units above and nearby).

Reason: To safeguard the amenities and quiet enjoyment of neighbouring residential properties pursuant to saved Policies SE20 (Air Quality) and SE22 (Noise) of the Watford District Plan 2000.

## **5. CONTAMINATED LAND: PRE-COMMENCEMENT**

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

i) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings and service lines and pipes, adjoining land, ground waters and surface waters, and ecological systems.

iii) The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

The above must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

#### 6. REPORTING UNEXPECTED CONTAMINATION

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 1, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 5.

#### 7. LANDSCAPING & CHILDREN'S PLAYSACE

The residential units shall not be occupied until the landscaping scheme, including the roof garden on Building B and the children's play-space with its equipment, has been installed, as shown on the plans that are hereby approved; unless otherwise approved in writing by the Local Planning Authority. Thereafter the landscaping and the children's play space shall be retained. 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 such other details as shall have been approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity of the site, in accordance with Policy UD1 (Delivering High Quality Design) of the Watford Local Plan, and to ensure that residents of the new dwellings will have the use of suitable space for outdoor recreation.

#### 8. PARKING, CYCLE STORES AND CAR CLUBS

The development shall not be occupied until all 26 of the proposed car parking spaces (including those which are to serve car clubs), and all of the bicycle storage spaces (sufficient for 215 cycles) shall have been provided as shown on the plans that are hereby approved. The 4 surface level parking spaces, and at least 6 of the 22 basement car parking spaces shall be reserved specifically for electrically powered car-club vehicles, and they shall be equipped with suitable charging posts. Of the 22 basement car parking



spaces, at least 2 shall be reserved for residents or staff of the development who are registered disabled motorists. No parking spaces shall be installed other than those that are shown on the plans that are hereby approved, unless further specific permission has been granted in writing by the Local Planning Authority.

Reason: Because the site is in a sustainable location it is possible for the residents of the 150 proposed new homes to live here without owning their own private cars, and for that reason the provision of only 22 car parking spaces is acceptable; but this is on condition that they have access to shared car-club vehicles for those occasions when they might need them, and also on condition that they can have bicycles, with secure and weatherproof storage facilities for them. To ensure that this will be a sustainable development, pursuant to paragraph 34 of the National Planning Policy Framework, the Council require that shared car club vehicles be electrically powered. The prohibition of additional parking spaces is necessary in the interests of the visual amenity of the site, and to maximise the green space that is available for the enjoyment of residents, and to ensure that this does not become a car-dominated development that might put unacceptable pressure on congested local highways, pursuant to Policy T2 (Location of New Development) of the Watford Local Plan.

#### 9. REFUSE STORES

Unless otherwise approved in writing by the Local Planning Authority, no refuse shall be stored in locations other than those that are proposed in the plans and documents that are hereby approved.

Reason: To ensure that adequate facilities are provided for the hygienic storage of waste, and that no harm will be caused to the visual amenity of the site, pursuant to saved Policy SE7 (Waste Storage, Recovery and Recycling in New Development) of the Watford District Plan 2000 and Policy UD1 (Delivering High Quality Design) of the Watford Local Plan (Part 1: Core Strategy) 2006-31.

#### 10. STORES FOR BULKY ITEMS

The store rooms that are shown as proposed in the basements shall be provided as shown, and no dwellings shall be occupied until those stores are provided. They shall be retained thereafter for the use of the residents, for secure storage of their bulky items, and they shall be managed by the concierge.

Reason: A well planned flatted development needs space in which residents can securely store items that are too large to keep in their flats, such as sports or leisure equipment etc. Management of these stores by the concierge is necessary to prevent theft.

## 11. CONCIERGE

The development shall be staffed daily by an on-site concierge, for whom a dedicated office shall be provided and retained on the ground floor of Block B, as shown on the plans that are hereby approved, or in such other location as has been agreed in writing by the Local Planning Authority. No dwelling shall be occupied until the concierge service has been provided, and that service shall be retained thereafter.

Reason: A residential development of this size requires on-site supervision to ensure its orderly management, to address and prevent antisocial behaviour, crime, noise nuisance, and inappropriate parking, to proper storage and collection of refuse, secure and orderly storage of bicycles and bulky items, receipt of deliveries on behalf of residents including internet shopping, and management of the two car clubs that are to be operated within the site.

## 12. NOISE MITIGATION

No dwellings in Building D shall be occupied, and no dwellings on the ground floor, mezzanine or first floor of Building B shall be occupied, until full details have been submitted to and approved in writing by the Local Planning Authority setting out how their amenity is to be protected from nuisances that might arise from noise and vibrations emanating from the Old Station building, from the ground floor commercial unit in Building B, and from the existing tyre fitting establishment at 149 St Albans Road; and also in the case of Building D how those dwellings will be protected from fumes or odours emanating from the neighbouring public house at 151 St Albans Road.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring residential properties pursuant to saved Policies SE20 (Air Quality) and SE22 (Noise) of the Watford District Plan 2000.

## 13. SUSTAINABLE DRAINAGE 1

The development permitted by this planning permission shall be carried out in accordance with the approved Drainage Strategy and SuDS Statement Job Number 2170485 Revision P2, dated October 2017, updated by the Technical Note, Note Ref. EWR001, Revision P2, dated 28/11/2017, prepared by Elliottwood, and the following mitigation measures detailed within the drainage strategy:

1. Limiting surface water discharge off the site at a maximum allowable rate of 5.0l/s for the 1 in 100 year plus 40% for climate change event.
2. Providing storage 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.
3. Implementing appropriate drainage strategy based on attenuation and discharge into Thames surface water sewer at a discharge rate of 5 l/s.

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.

#### 14. SUSTAINABLE DRAINAGE 2

No development shall take place above the level of the damp-courses until the final design of the drainage scheme is completed and sent to the Local Planning Authority for approval. The scheme shall include;

1. In case blue roofs will be included within the final drainage strategy, updated modelling/calculation and updated drainage layout should be provided.
2. Detailed engineered drawings of the proposed sustainable drainage features including their, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations and modelling.
3. 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 an increased risk of flooding, both on and off the site.

#### **Informatives for the planning permission (17/01413/FULM)**

1. For details of how the Local Planning Authority has reached its decision on this application please refer to the report of the Development Management Section Head to the Development Management Committee, which can be obtained from the Council's website [www.watford.gov.uk](http://www.watford.gov.uk), where it is appended to the agenda of the committee meeting of 3<sup>rd</sup> January 2018; and please refer also to the minutes of that meeting.
2. 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 2015.

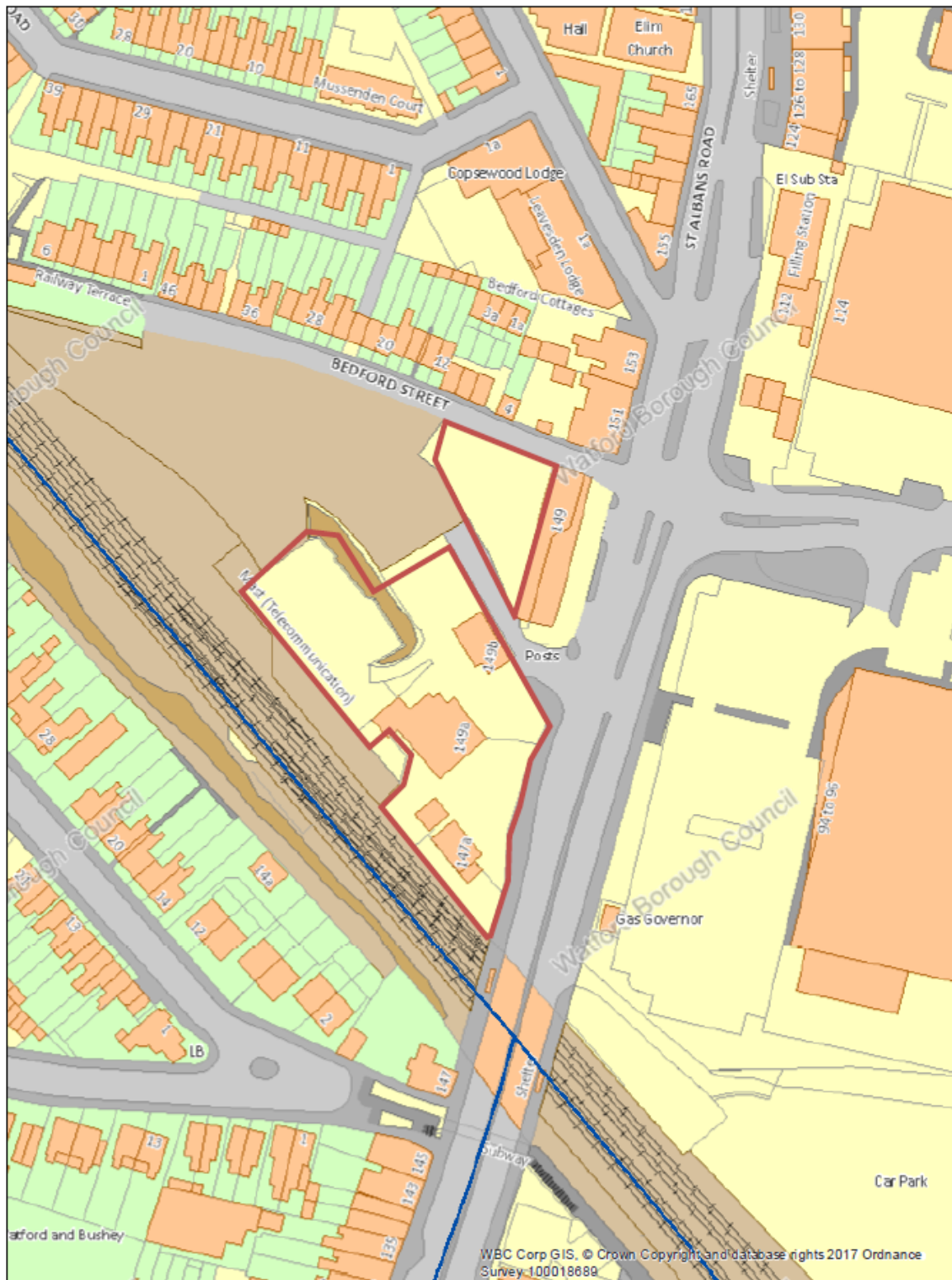
3. This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision. To find more information and for advice as to whether a Building Regulations application will be required please visit [www.watfordbuildingcontrol.com](http://www.watfordbuildingcontrol.com).
4. This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/393927/Party\\_Wall\\_etc\\_\\_Act\\_1996\\_-\\_Explanatory\\_Booklet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc__Act_1996_-_Explanatory_Booklet.pdf)
5. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and 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)
6. This planning permission is accompanied by a planning obligation in the form of a Section 106 agreement, which is binding upon the owners and their successors in title. It obliges the owners to make certain contributions to local services and infrastructure when work commences on implementing this permission. It includes an obligation to inform the Local Planning Authority when work commences by contacting the Section 106 Co-Ordinator in the Planning department.
7. The Planning Permission that is hereby granted does not include Advertisement Consent. The applicants are reminded that signage to be erected on the site might require separate Advertisement Consent.

8. The applicants are reminded that works affecting the public highway, including any alterations to the existing vehicular access to the site, will require a separate agreement with Hertfordshire County Council (the Highway Authority) under Section 278 of the Highways Act 1980.

---

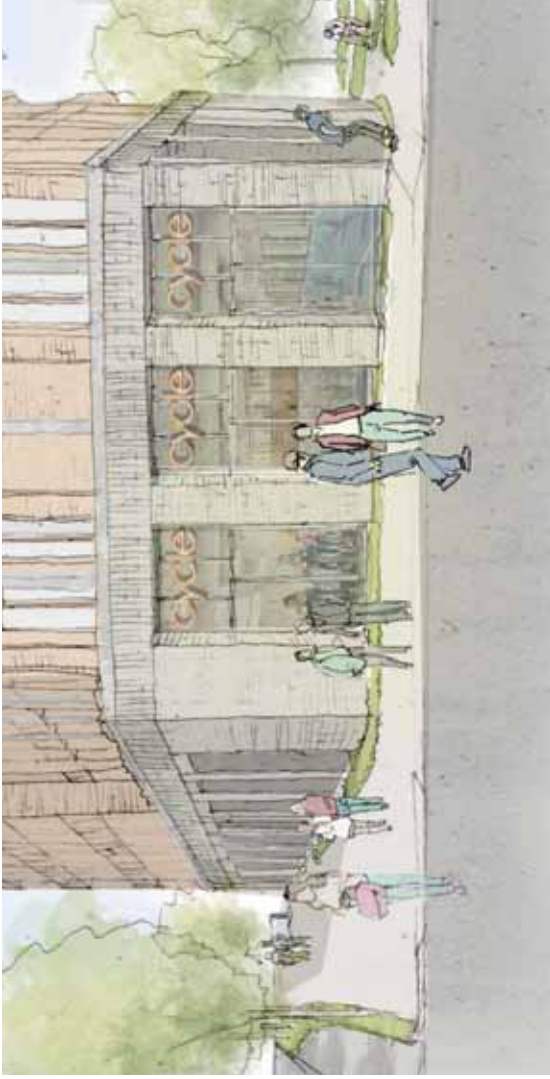
**Case Officer:** Max Sanders  
**Tel:** 01923 278261  
**Email:** max.sanders@watford.gov.uk

147a, 149a, 149b and land to the rear of 149, St Albans Road, Watford WD24 5BB

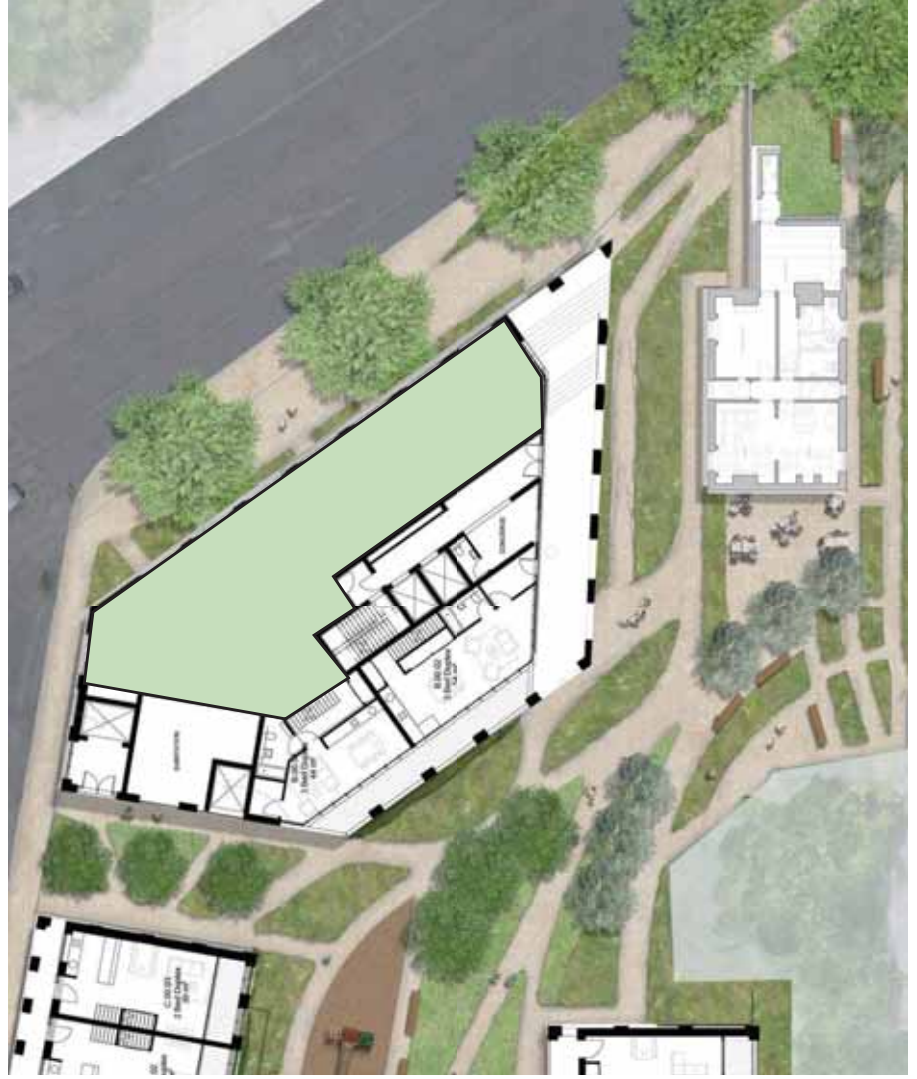




6.1 Design Proposal



St Albans Road Street Frontage



Commercial unit in the context of St Albans Road and entrance to the development

### 6.1.3 Commercial Use

A commercial use such as Gym or flexible working space will complement the residential nature of the development, provide a vibrant and dynamic frontage and occupy a part of the site that is inappropriate for residential due to the aspect of St Albans Road.

373sqm Space.

- Accessed from the entrance plaza off St Albans Road.
- Vibrant, dynamic frontage and visibility to St Albans Road.
- High quality, naturally well lit space, high ceilings.

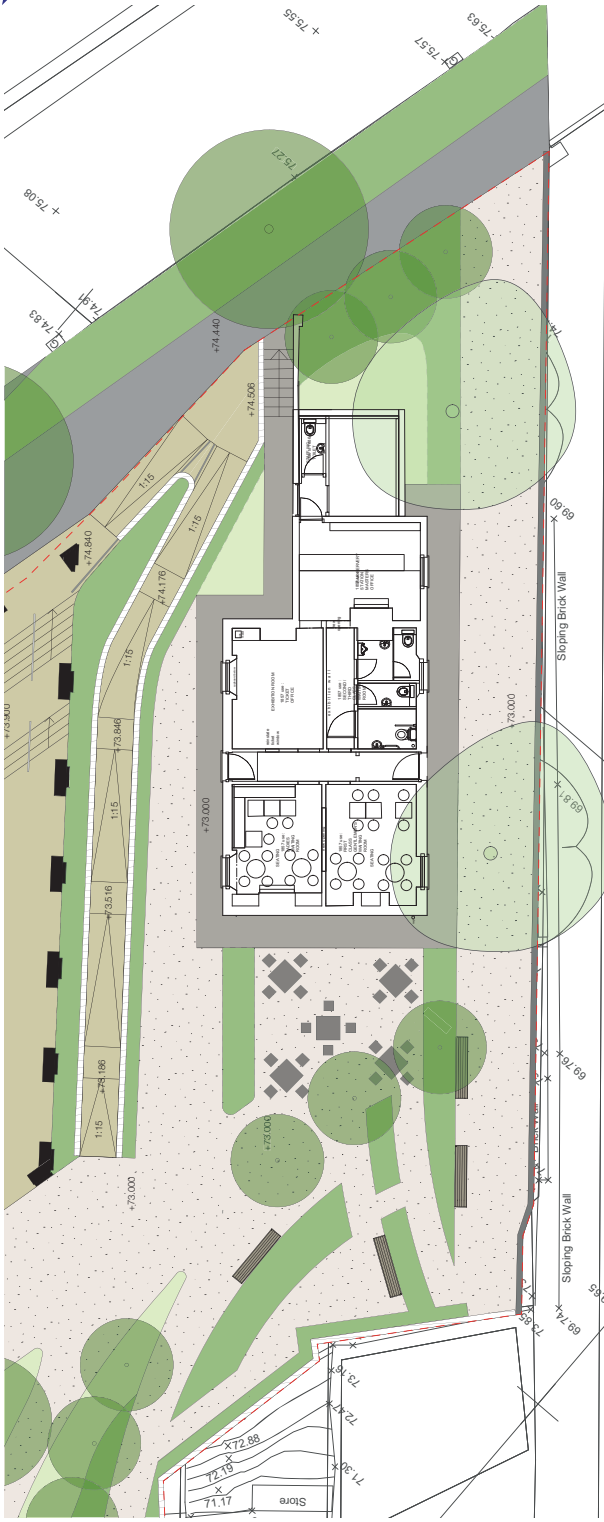


### 4.1.5 Community Use / Listed Building

---

The Old Station house will be rejuvenated by a new and appropriate use to promote the local heritage asset with an exhibition space and an Artisan Tap room operated by Popes Yard Brewery. It will be a focal point for the scheme, celebrating its heritage with a publically accessible use.





### 6.1.2 Old Station House

The building will be renovated and original features renovated to provide an Artisan Tap Room operated by Popes Yard and an exhibition space for community use.

It will be the focal point for the design of the public entrance zone of the landscaped space.

The listed building will be celebrated through the public accessibility and a historically appropriate local use.



Entrance Plaza and Artisan Tap Room

Landscape sketches

---



image caption



image caption



image caption

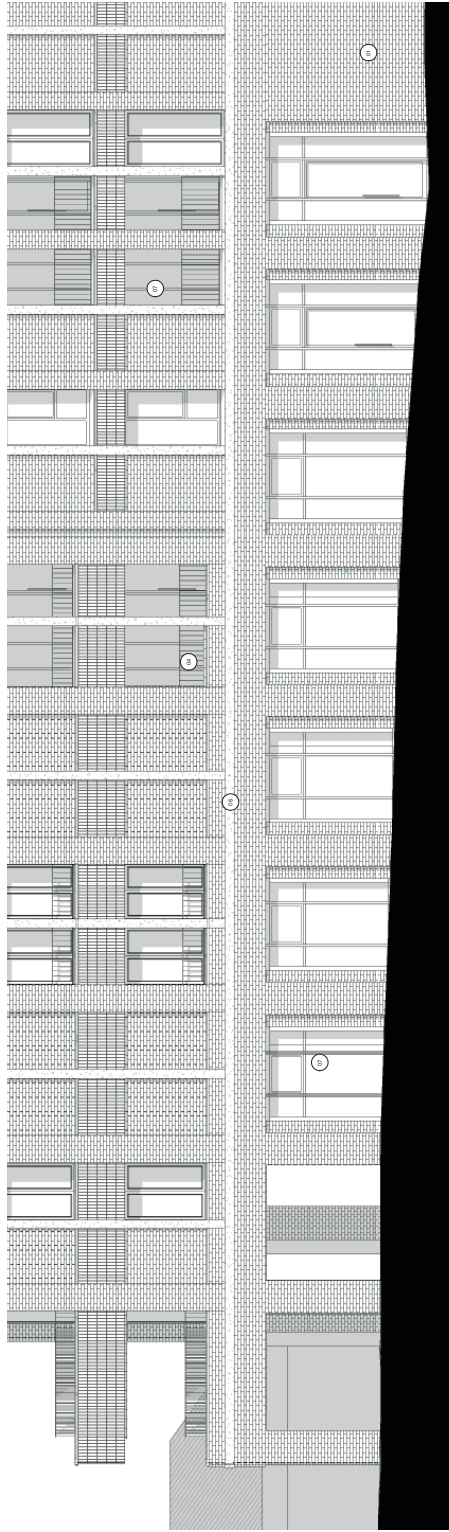


image caption



### 6.1.4 St Albans Road Frontage

The frontage has been designed to improve and activate the existing public realm of St Albans Road. The relationship between the new building and the retained listed building and their uses identify a natural entrance to the site and provide an accessible and open pedestrian route.



Ground Floor Elevation on St Albans Road



Entrance from St Albans Road





Building B

### 6.3 Aerial View

Old Station House

Building C

Building A

Building D



### 6.4 St Albans Road View

---



Townscape view from St Albans Road

### 7.1.1.1 St Albans Road North

---

“The new buildings of the development combine a contemporary approach to design with a materiality grounded in the context. The use of varying brick colours and textures helps to provide the individual blocks, and the lower and taller parts of those blocks, with particular identity. This, together with the distinct elevational design for each part of the site, helps to create variety and interest.”





Existing View



Proposed View

7.1.2 St Albans Road  
 South

Station Rd - St-Albans Rd Junction



### 7.1.5 Bedford Street

---

While currently undeveloped the site on Bedford Street has a Grant of Permission on it (top image). The proposed scheme reduces the massing and proposes a more appropriate architectural response.



Previously consented scheme



Bedford Street Proposed View



Existing View



Proposed View

7.1.1.3 Church Road

---

### 7.1.4 Church Road Junction

---

“The proposal, though its taller parts may be visible from some positions in the conservation area, will be largely invisible from the greater part of the conservation area to the south. When it is visible from within this main part of the conservation area and from the location of the Grade II St Andrew’s church or locally listed buildings, the view may be of the taller elements of the site alone, with the lower parts of the development concealed by intervening townscape.”



Existing View



Proposed View



# Agenda Item 7

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>3<sup>rd</sup> January 2018</b>
Site address:	<b>Wetherspoon House, Reeds Crescent</b>
Reference Number:	<b>17/00779/FULM</b>
Description of Development:	<b>Mixed used development in a 3 storey building over existing basement car park, comprising 40 hotel rooms (80 beds), conference rooms, kitchen and dining facilities, 8 residential units (Class C3) within the roofspace, additional recycling areas, bicycle racks, refuse areas and storage areas.</b>
Applicant:	<b>JD Wetherspoon plc</b>
Date Received:	<b>16<sup>th</sup> June 2017</b>
13 week date (major):	<b>15<sup>th</sup> September 2017</b>
Ward:	<b>Tudor</b>

## 1.0 Site and surroundings

- 1.1 The site is located on the eastern side of Reeds Crescent and comprises a 2 storey office building occupied by the applicant as their head office. To the west, the site backs on to railway land associated with Watford Junction comprising open storage land, maintenance depot and railway sidings. To the east on the opposite side of Reeds Crescent is the former Reeds Orphanage residential development comprising a series of grade II listed buildings and new build blocks of flats. Adjoining the site to the north is another 3 storey office building, Maple Court (occupied by Hilton International).
- 1.2 The site is not located within a conservation area and is not a listed building but is sited opposite the former Reeds Orphanage complex of buildings which are Grade II listed. The trees along the western boundary of the site are preserved under Tree Preservation Order 232.
- 1.3 The application proposal relates to the existing open car park, at basement level, adjoining the northern end of the office building. Access to this car park is via a ramped access road shared with Maple Court.

## **2.0 Proposed development**

- 2.1 To erect a 3 storey building above the existing car park, which is to be retained, comprising 40 hotel rooms, conference rooms, cafe and ancillary facilities at ground, first and second floor levels and 8 residential flats at third floor level within the roof space. The design and materials of the building are to match the existing office building. There will be a link between the existing office building and the proposed building at ground floor level. It is intended that the hotel rooms and conference facilities will generally be used by the applicant for meetings and training courses and for accommodating staff visiting Watford from around the country. The existing access ramp to the basement level car park will be retained.

## **3.0 Relevant planning history**

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

9/00004/89 – Conditional planning permission granted in August 1989 for the erection of 16,412 square metres (176,657 square feet) gross office buildings comprising two 3-storey blocks and one 2-storey block with 603 car parking spaces. *[This permission included Wetherspoon House, Maple Court and Oak House]*

10/01083/FUL – Conditional planning permission granted in December 2010 for proposed new rooflights and gable elevation windows to allow the conversion of attic space to office accommodation. *[This permission does not appear to have been implemented]*

## **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 **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*

*Watford Character of Area Study*

## 4.3 **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 10 Meeting the challenge of climate change, flooding and coastal change

Section 12 Conserving and enhancing the historic environment

Decision taking

4.4 In January 2016 the Council received the South West Hertfordshire Strategic Housing Market Assessment and associated Economic Study 2016 (SHMA) which set out an Objectively Assessed Need (OAN) for housing in the Borough that exceeds the levels in the Core Strategy. The Court of Appeal has recently confirmed that a "realistic prospect" of a site coming forward within the required timeframe will be sufficient to meet the deliverability test set by national planning policy, thereby endorsing an earlier decision of Mr Justice Ouseley (*St Modwen Developments Limited v Secretary of State for Communities and Local Government & Ors*. Case Number: C1/2016/2001 ). Officers have undertaken a recent review of the housing supply having regard to these judgements and are of the view that the Council is able to demonstrate a 5 year supply based on the OAN. Accordingly, the Council's housing policies can be considered up to date.

## 5.0 **Consultations**

### 5.1 **Neighbour consultations**

Letters were sent to 115 properties in Exeter Close, Hallam Close and Keele Close,

all comprising residential blocks off Reeds Crescent. Letters of reply were received from 13 properties with 11 raising objections. These are summarised in the table below:

Representations	Officer's response
Concerned about noise, dust and traffic disturbance during construction.	These matters are covered under environmental protection legislation.
Lack of any additional parking provision. Reeds Crescent already experiences on-street parking congestion.	See Section 6.7 of the report.
Lack of parking will lead to overspill parking on Norbury Avenue and the private parking areas of the Reeds development.	These are private roads and parking areas and parking enforcement is a private matter.
Proposal will increase traffic on Reeds Crescent.	Reeds Crescent only serves the dwellings and offices on Reeds Crescent and Norbury Avenue. It does not carry through traffic. Consequently, outside of peak times, traffic flows are very low.
Loss of light to Andrew Reed Court.	The proposed building is sited to the north of the existing Wetherspoon House, which is sited opposite Andrew Reed Court. The proposed building will have no impact on light to Andrew Reed Court.
Overdevelopment of the site.	The proposed building will sit comfortably between the existing buildings and not give rise to overdevelopment.
Hotel use will increase noise in the evenings and at weekends.	It is not considered the proposed hotel will give rise to any significant harm through its normal use.

## 5.2 Statutory publicity

The application was publicised by site notice posted on 30<sup>th</sup> June 2017 and by advertisement in the Watford Observer published on 30<sup>th</sup> June 2017. The site notice period and the newspaper advertisement period both expired on 21<sup>st</sup> July 2017.

### 5.3 **Technical consultations**

The following responses have been received from technical consultees:

#### Network Rail

No objection to the proposal.

#### Hertfordshire County Council (Highways Authority)

No objection to the proposal.

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

An acceptable surface water drainage scheme has been submitted and agreed. No objection to the proposal.

#### Thames Water

No objection to the proposal.

#### Arboricultural Officer

The plans indicate the removal of two protected trees, both horse chestnuts, T1 and T3 of TPO 232. Both trees have previously been reduced and are showing reasonable regrowth. The buildings falls outside the adjusted root protection area but significant further cutting back and reduction would be required to accommodate it. Due to the relatively short life expectancy of these two trees, I have no objection to their removal, however, I am concerned that there is limited opportunity for replacement planting on the western boundary. A detailed landscaping scheme should be submitted and approved.

#### Environmental Health

No comments on the proposed scheme in respect of land contamination matters. In relation to noise impacts, an acoustic assessment is requested to ensure noise from nearby sources (railway lines, concrete batching plant) and noise from any building plant is adequately mitigated to achieve acceptable internal noise levels. *[A noise impact assessment has subsequently been submitted]*

## 6.0 **Appraisal**

### 6.1 **Main issues**

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

- (a) Principle of the use
- (b) Scale and design
- (c) Quality of residential accommodation
- (d) Affordable housing provision



- (e) Impacts on surrounding properties
- (f) Transport, servicing and parking
- (g) Loss of trees

## 6.2 (a) Principle of the use

The site falls within Employment Area E3 on the Proposals Map of the Watford District Plan and 'saved' Policy E1 is relevant. Also relevant is Policy EMP2 of the Core Strategy. The site abuts but is not within Special Policy Area 2: Watford Junction of the Core Strategy. It is accepted by the Council that hotel uses can provide ancillary supporting facilities for the business community under Policy EMP2 as well as providing employment opportunities and regeneration benefits. In this case, the proposal would not result in the loss of any existing employment floorspace as it is being constructed above an open car park. The site is located close to the Clarendon Road employment area, is within walking distance of Watford Junction Station and bus interchange and is in an accessible and sustainable location. Although it is intended that the hotel and conference rooms will generally be used by the applicant as part of their business, the proposed hotel and conference use is considered to be acceptable in principle on this site.

- 6.2.1 The proposed residential flats are not in accordance with the relevant employment policies. However, the area immediately adjoins the existing residential development on the former Reeds Orphanage site with further residential development to the north on Norbury Avenue. Furthermore, the residential element of the proposal is secondary to the hotel/conference use. The residential use is also compatible with the existing office use of Wetherspoon House and the adjoining Maple Court office building. In this context, a small element of residential use is considered to be acceptable.

## 6.3 (b) Scale and design

The existing office building is 2 storeys with a large, pitched roof which conceals plant and equipment. The main elevations are finished in a buff brick with red brick detailing. At ground floor level, the window fenestration incorporates brick piers, with strip windows at first floor level. The roof is finished in dark grey sheet metal. The Maple Court building to the north is 3 storeys with a pitched roof and is of the same design and materials.

- 6.3.1 The proposed building adopts the same design and materials as Wetherspoon House and Maple Court but with the addition of dormer windows in the roof slopes to serve the residential flats. These principally comprise single, flat roofed dormers evenly spaced within the roofslopes. The only exceptions are 2 larger dormers which conceal the lift overruns. The building will be taller than Wetherspoon House at eaves and ridge levels but lower than Maple Court. As such, it will sit comfortably

between these 2 existing buildings and will infill a large open gap that currently exists between the buildings. This will give a more complete and cohesive streetscene.

6.4 (c) Quality of residential accommodation

The proposed provides 8 flats comprising 2 x 1 bed, 1 person flats, 4 x 1 bed, 2 person flats and 2 x 2 bed, 4 person flats. Each of the flats meets or exceeds the nationally described space standard. All of the flats will also have good levels of natural light, outlook and privacy.

6.4.1 A noise impact assessment has been submitted with the application. This has identified noise from the railway and more distant road traffic noise as the main noise sources. The concrete batching plant located 280m to the north-west of the site was not found to be a significant noise source. Having regard to the measured external noise levels and the recommendations for internal noise levels contained in British Standard BS8233:2014, the report concludes that standard thermal double glazing (4mm/12mm/4mm) is sufficient to ensure acceptable internal noise levels. Appropriate mechanical ventilation will be required to the flats in order to allow them to be adequately ventilated (purge ventilation) without the need to open the windows. This can be secured by condition.

6.4.2 In order to avoid a cluttered and unsightly roof form, balconies that were originally proposed to the residential flats have been removed at your officer's request. However, a central area of communal amenity space of 80m has been provided at roof level within the envelope of the roof form. Although this space will have no outlook from the building it will, nevertheless, provide some open space for the future occupiers to use.

6.5 (d) Affordable housing provision

As the proposal provides only 8 flats, there is no requirement for any affordable housing provision, either on-site or by commuted payment, pursuant to Policy HS3 of the Core Strategy.

6.6 (e) Impacts on surrounding properties

The nearest residential properties are located in Lancing House sited 35m due east of the site on the opposite side of Reeds Crescent. Lancing House is a 3 storey block of flats with undercroft car parking and accommodation in the roofspace served by dormer windows. The distance between the proposed building and Lancing House is slightly greater than that between Wetherspoon House and Andrew Reed Court, the residential block opposite, which is 29m. This is a 2 storey building with accommodation in the roof. This relationship is therefore acceptable in principle.

6.6.1 The 35m distance between Lancing House and the proposed building is more than sufficient to ensure the flats in Lancing House will suffer no significant loss of outlook, natural light or privacy.

6.7 (f) Transport, servicing and parking

The site is in an accessible and sustainable location close to Watford Junction Station and the bus interchange. It is therefore acceptable in principle for no additional car parking to be provided for the proposal. In respect of the use of the conference rooms during the day, staff would already be attending the site. The hotel rooms would be in use during the evening period when the offices would be closed and the car parking not used. The site is not within a controlled parking zone although yellow line parking restrictions exist on one side of Reeds Crescent. On-street parking currently occurs on Reeds Crescent during the daytime. It is alleged by local residents that this is associated with the existing office use but some is likely to be associated with commuters using Watford Junction. This parking would be available for the occupiers of the flats during the evening and weekend periods. The existing blocks of flats on Reeds Crescent all have existing on-site parking facilities.

6.7.1 Additional bin and cycle storage is provided at basement level for the hotel use and the residential flats.

6.8 (g) Loss of trees

Tree Preservation Order No.232 covers a number of trees sited along the western boundary of the site. Two of these, T1 and T3 (T2 has previously been removed) will need to be removed to accommodate the proposed building.

## **7.0 Community Infrastructure Levy and s.106 planning obligations**

### **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. The CIL charge applicable to the proposed development is £120m<sup>2</sup> for both the hotel and residential floorspace.

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

Following the adoption of the Community Infrastructure Levy, 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. In this case, there is no requirement for a planning obligation.

## **8.0 Conclusion**

- 8.1 There is no objection in principle to the provision of hotel and conference facilities on this site to serve the applicant's existing offices and adjoining offices. The site is located within an employment area and is also within walking distance of Watford Junction. The proposed residential dwellings are not in accordance with the employment allocation, however, they remain a minor element of the proposal and the site adjoins the Reeds Crescent residential development immediately to the east. The proposed mixed-use is therefore acceptable.
- 8.2 The scale of the proposed building will sit comfortably in between the existing Wetherspoon House and Maple Court and will infill the gap in the streetscene. The design and materials will match the existing buildings. No additional parking provision is proposed but this is considered acceptable given the sustainable and accessible location of the site. The proposal will have no adverse impacts on existing residential properties opposite the site.
- 

## **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.
- 

## **10.0 Recommendation**

That planning permission be granted subject to the conditions listed below:

### 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:-

15002/202A, 203A, 204E, 206E, 208A

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

3. No development (excluding demolition works) shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings with windows facing St Albans Road has been submitted to and approved in writing by the Local Planning Authority. The system must be capable of providing background and rapid ventilation for cooling with the windows of the respective dwelling remaining closed. The system must not compromise the sound insulation of the façades. Details of the siting of any air intake; extraction units; generators and other mechanical equipment serving this system that are likely to give rise to noise should be submitted, along with details of noise attenuation measures to be incorporated to ensure these units do not give rise to a noise nuisance. No dwelling shall be occupied until the approved ventilation system has been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 and an acceptable level of air quality is achieved in accordance with EU and national air quality limit values for the future occupiers of the dwellings.

4. No development (excluding demolition 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, dormer windows) 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. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried

out by Conisbee, reference 170565 /M Jarzembowska, dated 17 November 2017, version 1.1 and the Sustainable Drainage Maintenance Plan, reference 170565/M Jarzembowska, dated 9 October 2017, version 1, and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 5 l/s during the 1 in 100 year event plus 40% of climate change event.
2. Providing storage 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 providing a minimum of 60.1 m<sup>3</sup> (or such storage volume agreed with the LLFA) of total storage volume in underground attenuation tank.
3. Discharge of surface water from the private drain into the Thames Water sewer network.

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.

6. No dwelling shall be occupied until the refuse and recycling store and the cycle store to serve the proposed dwellings, as shown on the approved drawings, have been constructed and made available for use. These facilities 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.

7. The hotel use shall not commence until the refuse and recycling stores to serve the use, as shown on the approved drawings, have been constructed and made available for use. These facilities shall be retained as approved at all times.

Reason: To ensure that adequate facilities exist for the proposed use, in accordance with Policies SE7 and T10 of the Watford District Plan 2000.

8. 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.

9. 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 either of the buildings hereby approved.

Reason: In the interests of the character and appearance of the buildings, 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).

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. 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.
4. 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 entered into extensive pre-application discussions with the applicant and requested amendments during the consideration of the application.

Drawing numbers

15002/99, 200, 210, 215

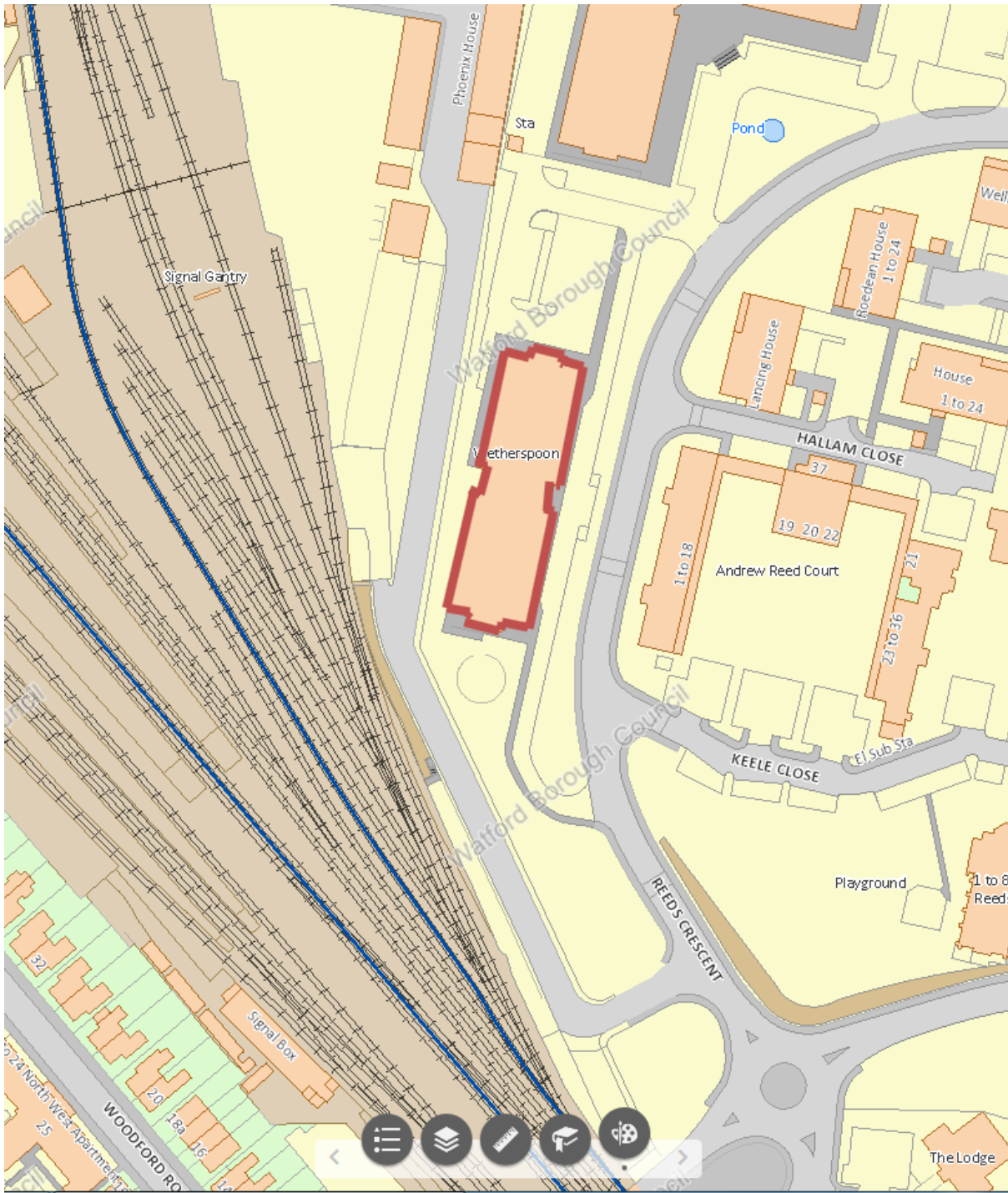
15002/202A, 203A, 204E, 206E, 208A

---

Case Officer: Paul Baxter  
Email: paul.baxter@watford.gov.uk  
Tel: 01923 278284



Wetherspoon House, Reeds Crescent



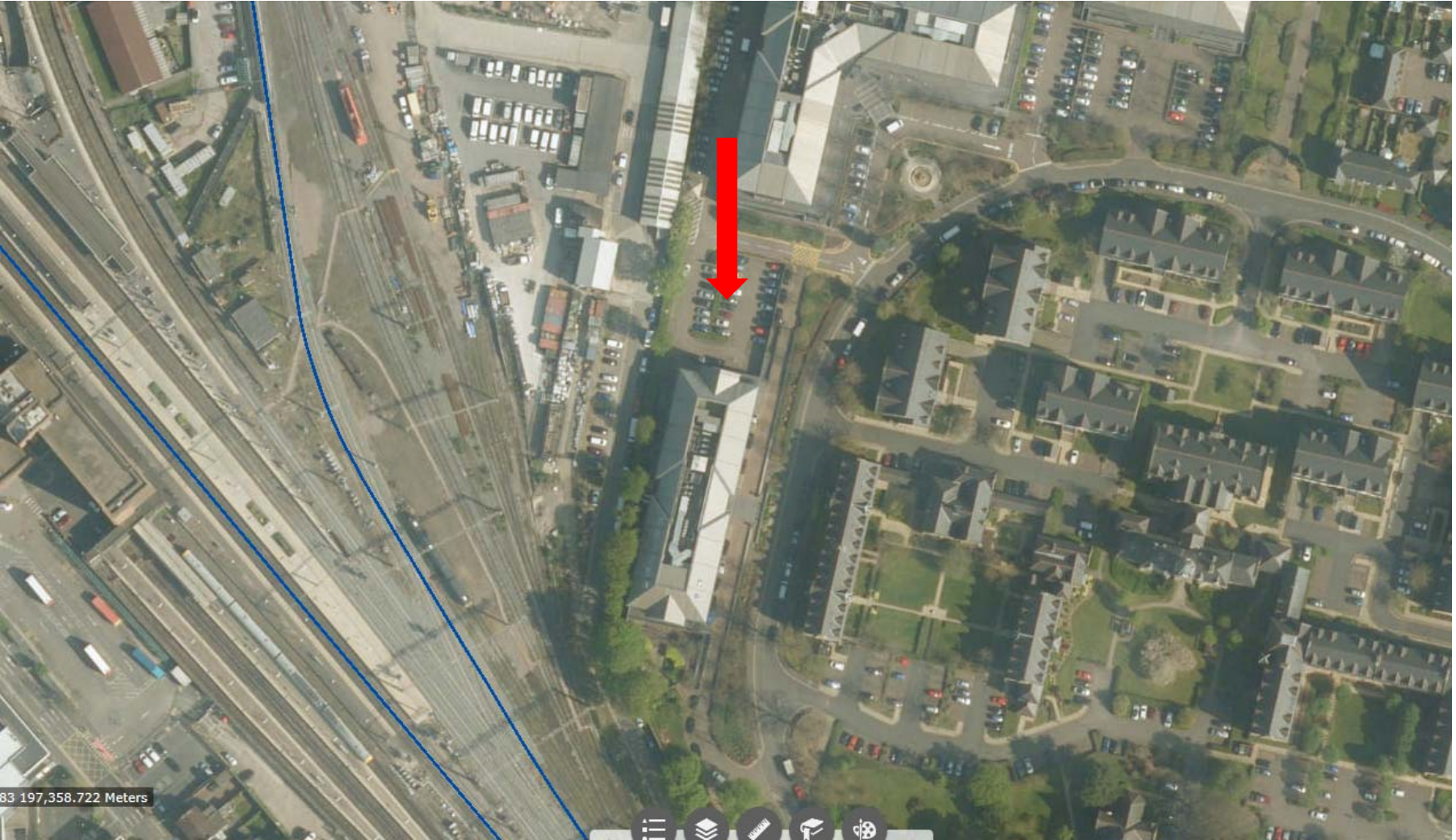
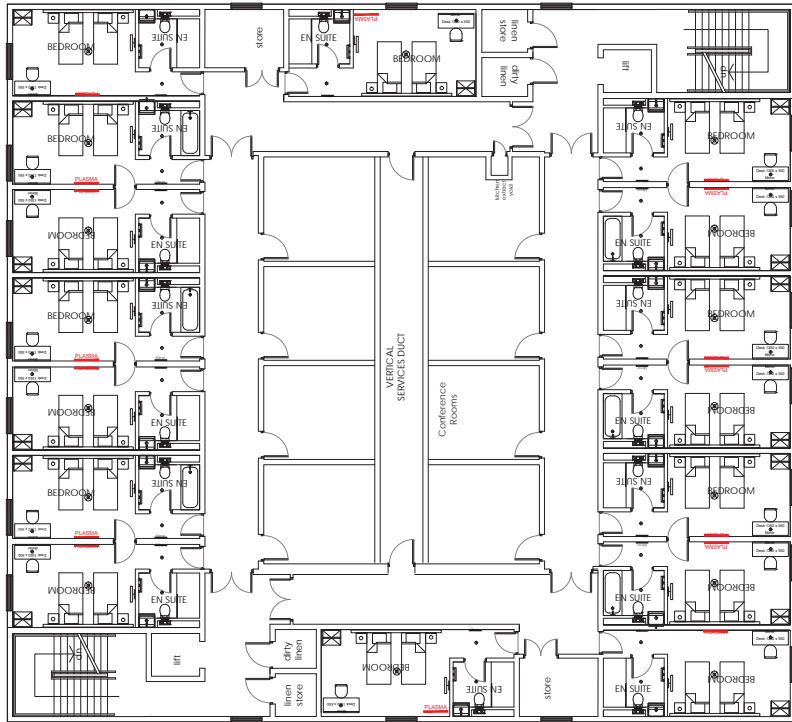
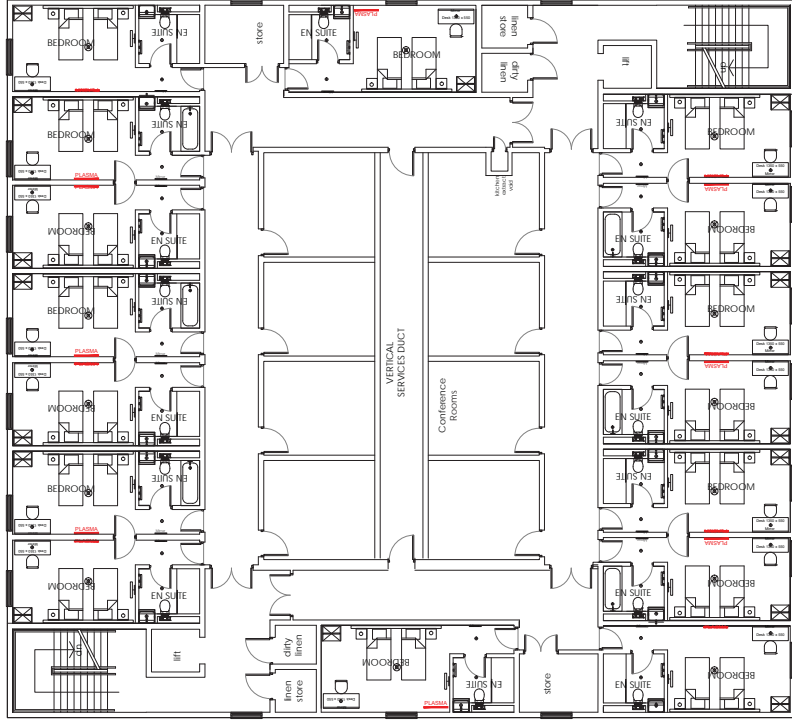




Image from Google Earth



First Floor

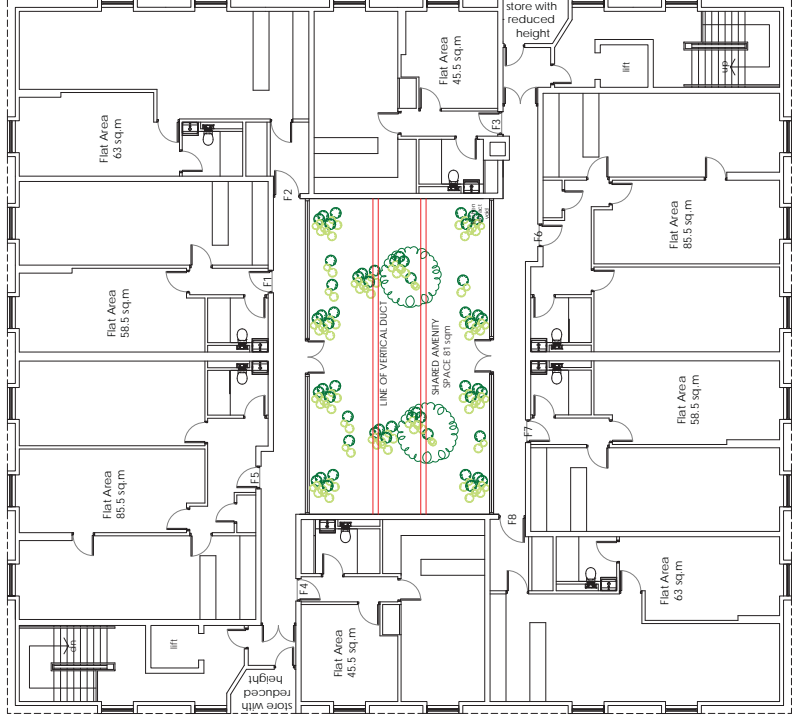


Second Floor

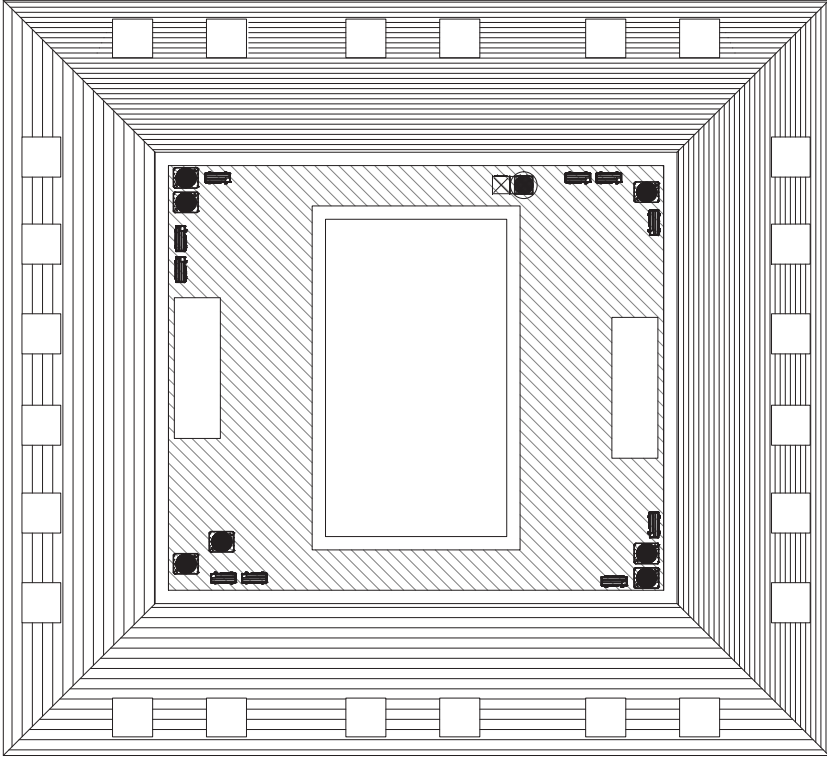
**HOTEL ACCOMMODATION**  
 40No. ROOM OVER 3 FLOORS, GROUND, FIRST AND SECOND, EACH ROOM 10 SQ.M  
 80 BEDS  
 (ALL SET AS TWIN ROOMS WHICH CAN BE ZIP AND LINKED TO GREAT KING SIZE BEDS)  
 20No. CONFERENCE ROOMS 15 SQ.M EACH  
 CAFE KITCHEN 90 SQ.M  
 STORAGE REFUSE AND RECYCLING AREAS 80 SQ.M  
 CAR PARKING AT BASEMENT LEVEL 815 SQ.M



6 No. 1 BEDROOM UNITS	
F1	LIVING SPACE BEDROOM 29 SQ.M 20.5
F2	LIVING SPACE BEDROOM 35 SQ.M 17
F3	LIVING SPACE BEDROOM 22 SQ.M 11.5
F4	LIVING SPACE BEDROOM 22 SQ.M 11.5
F7	LIVING SPACE BEDROOM 29 SQ.M 20.5
F8	LIVING SPACE BEDROOM 35 SQ.M 17
2 No. 2 BEDROOM UNITS	
F5	LIVING SPACE BEDROOM 1 BEDROOM 2 27 SQ.M 20.5 21.5
F6	LIVING SPACE BEDROOM 1 BEDROOM 2 27 SQ.M 20.5 21.5
SHARED AMENITY SPACE 81 SQ.M STORAGE SPACE 15 SQ.M	



Third Floor



E - 8.12.17 - Alterations following issues lift  
 C - 9.9.17 - Residential room layouts & sizes amended  
 B - 20.4.17 - Areas amended to national guidelines  
 A - 10.1.17 - Approved contract documents

**rjd** Architectural Design & Project Management  
 PO Box 87862  
 Dubai  
 Emirate of Dubai  
 UAE 20000  
 Tel: +971 4 371 8700  
 email: info@rjd.ae

project  
**J D WETHERSPOON**  
 HEAD OFFICE  
 W224 40L  
 dubai  
 U.A.E.  
 Pub No.  
**J D WETHERSPOON PLC**

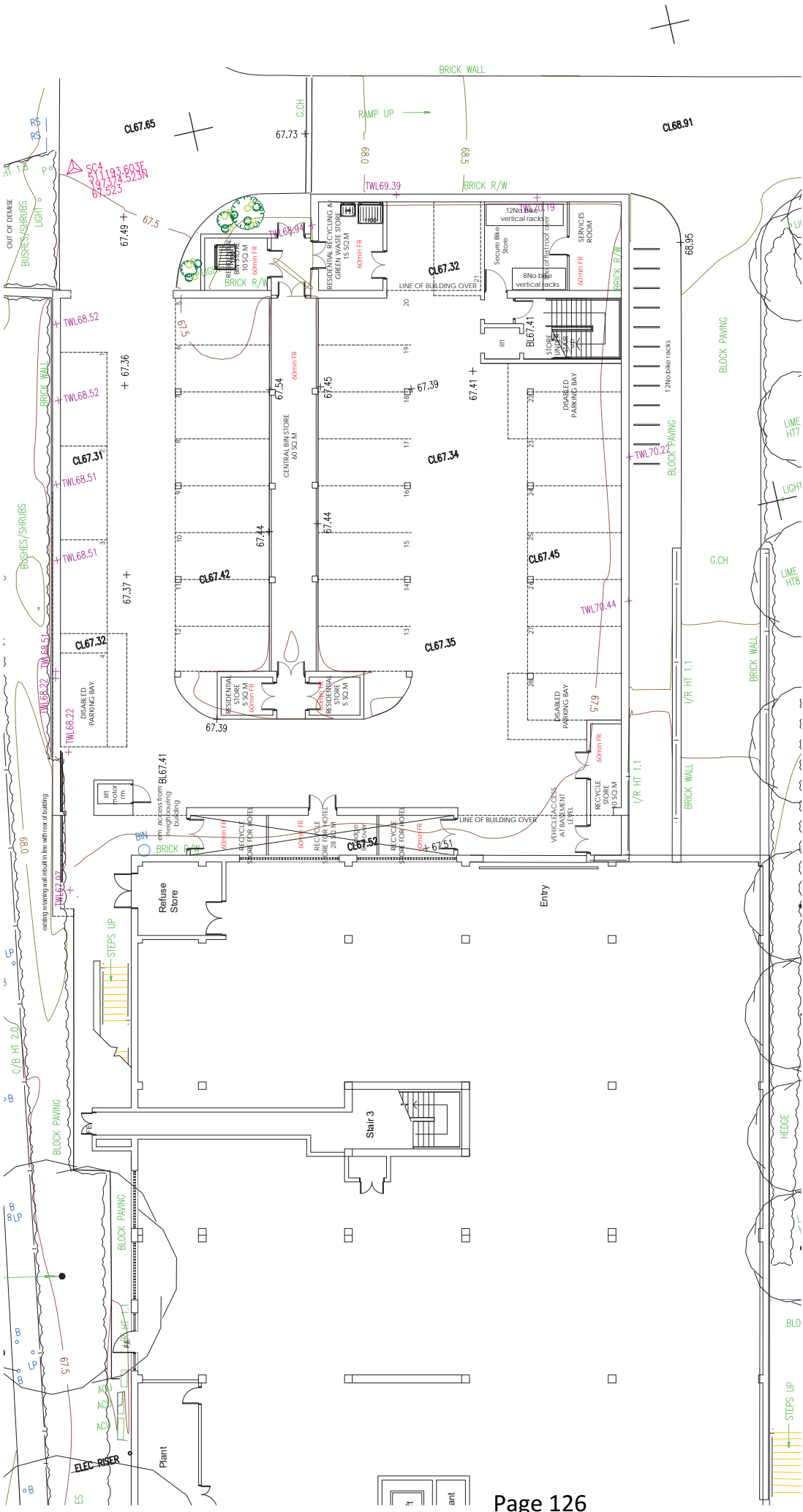
drawing  
**3RD FLOOR RESIDENTIAL & ROOF PLAN**

date  
 JAN 15

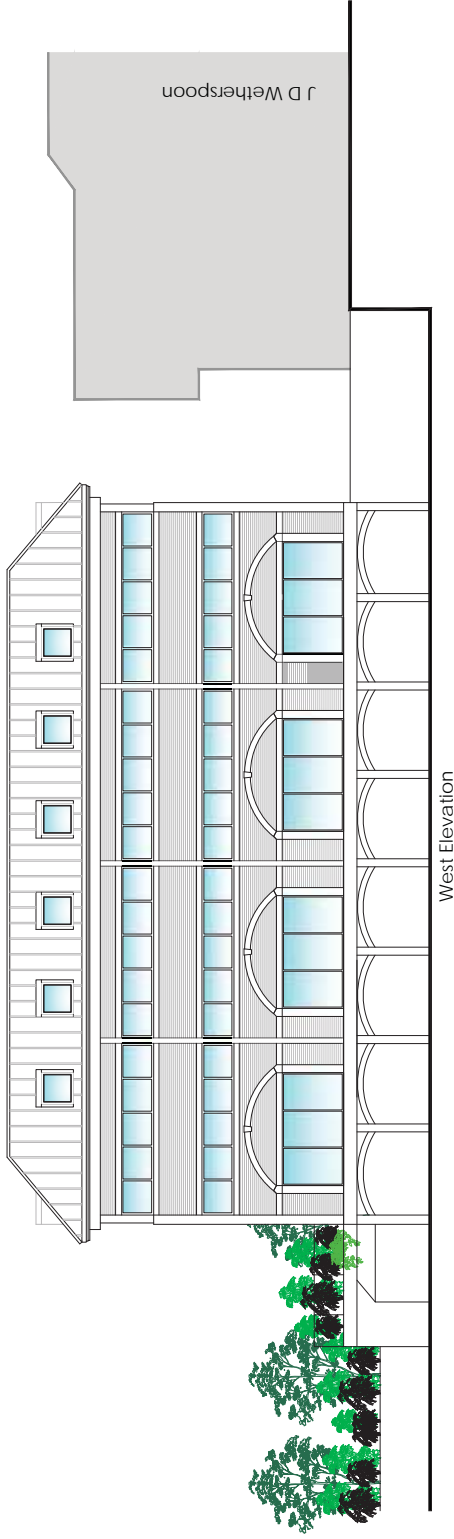
scale  
 1:100@A1

drawing no.  
 15002206

rev  
 E



I.A. 12.12.17 - Annotations following comments



0 5 10m @1:100

E - 12.12.17 - Amended GF fenestration  
 D - 8.12.17 - Amended Dormer Windows, called axes 8, 10p  
 C - 28.11.17 - Amended Dormer Windows  
 B - 1.06.17 - Amended Escalade and Wetherspoon House Profile  
 A - 3.03.17 - Amended facades and levels

**rjd** Architectural Design & Project Management  
 Tel: 01371 870079  
 Email: [email@rjd.eu.com](mailto:email@rjd.eu.com)  
 PO Box 8782  
 Dunmow  
 Essex  
 CM8 2WV

project  
 J D WETHERSPOON  
 HEADOFFICE  
 WD24 4QL  
 client

Pub No.  
 J D WETHERSPOON PLC

drawing  
 PROPOSED ELEVATIONS

date  
 JAN 15

scale  
 1:10@A1

drawing no.  
 15002204

rev  
 E