



**WATFORD  
BOROUGH  
COUNCIL**

# **DEVELOPMENT MANAGEMENT COMMITTEE**

**28 February 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: 20 February 2018**

# 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**
3. **Minutes**

The [minutes](#) of the meeting held on 31 January 2018 to be submitted and signed.

### **CONDUCT OF THE MEETING**

The Committee will take items in the following order:

1. All items where people wish to speak and have registered to do so by telephoning the Democratic Services team.
2. Any remaining items the Committee agrees can be determined without further debate.
3. Those applications which the Committee wishes to discuss in detail.
4. **17/01591/FULM 29 - 43 Sydney Road And The Plot Between 7 And 9 Sydney Road** (Pages 4 - 41)  
  
Erection of two apartment buildings, of up to 7 and 10 storeys, to provide 135 apartments (38 affordable). (Amended plans)
5. **18/00062/FULH 32 Park Road** (Pages 42 - 58)  
  
Demolition of existing freestanding garage and erection of a two storey side and two storey rear extension (amended description).
6. **17/01281/FULM Grafton Optical, Crown House, The Crescent** (Pages 59 - 85)  
  
Demolition of existing warehouse/office/showroom building and erection of two buildings comprising 21 residential units.

**7. 17/00862/FULM 85 Chalk Hill (Pages 86 - 110)**

Demolition of existing disused bank building and replacement with new residential development which includes 11 new dwellings with associated gardens and car parking. (Amended plans)

**8. 17/01619/FUL Land Adjacent To 17 - 19 St Johns Road (Pages 111 - 130)**

Erection of 3 three bedroom townhouses, 1 one bedroom apartment and 1 two bedroom apartment.

**9. 17/01510/FULM 2 The Boulevard Blackmoor Lane (Pages 131 - 158)**

Demolition of existing office and storage building and erection of new office and storage building with associated car parking and landscaping.

**10. 17/00459/FULM 75-81 The Parade, High Street (Pages 159 - 194)**

Demolition of existing buildings and redevelopment of site to provide new building comprising 4 storeys above ground level and 2 floors below ground level to create a 55 bedroom hotel with associated facilities.

## Agenda Item 4

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>28<sup>th</sup> February 2018</b>
Site address:	<b>29 - 43 Sydney Road And The Plot Between 7 And 9 Sydney Road, Watford</b>
Reference Number:	<b>17/01591/FULM</b>
Description of Development:	<b>Erection of two apartment buildings, of up to 7 and 10 storeys, to provide 135 apartments (of which 38 are affordable) with associated access, parking, integral bin and cycle store and amenity space following demolition of existing commercial buildings; and erection of a 2 bedroom dwelling and associated works. (Amended plans)</b>
Applicant:	<b>Sydney Road Developments Limited</b>
Date Received:	<b>16<sup>th</sup> November 2017</b>
13 week date (major):	<b>15<sup>th</sup> February 2018.( Extended by agreement to 7<sup>th</sup> March 2018)</b>
Ward:	<b>Holywell</b>

### 1.0 Site and surroundings

- 1.1 The site accessed from Sydney Road forms an 'L' shape fronting Sydney Road to the north and continuing behind the group of terraced properties.
- 1.2 The site currently contains single storey industrial buildings of commercial use. Adjacent to the west of the site are the industrial premises of Watford Laundry. There are other commercial buildings and warehouses to the south and south east of the site. The remainder of Sydney Road is predominantly residential with two storey terraces bordered by the site and two storey semi-detached houses on the opposite side of Sydney Road. The west end of Sydney Road includes 3 and 4 storey residential flats.
- 1.3 To the south of site, behind the adjacent warehousing, a railway line runs East-West behind the Sydney Road and Whippendell Road properties.
- 1.4 The site is within a predominantly residential area and is not within an allocated employment area. There are parking restrictions, including Residential Controlled



Parking Zone along the roads within the vicinity of the site. The site is not within a conservation area and there are no listed or locally listed buildings within or adjoining the site.

## **2.0 Proposed development**

2.1 Demolition of the existing buildings on site and erection of 2 residential buildings as follows:

- i) Block A at the Sydney Road frontage, of between 3 and 10 storeys to contain 97 no. flats;
- ii) Block B behind the existing terraces, of between 3 and 7 storeys to contain 38 no. flats for affordable allocation;
- iii) 1 no. two bedroom house (infill between Nos7 and 9);
- iv) Associated landscaping works at ground level and at various rooftop levels;
- v) Total 136 residential units;
- vi) Car parking for 71 cars.

2.2 The scheme was amended during the course of the application with:

- Internal layout changes to Block B (to create 38 units)
- Alterations to the entrance of Block B resulting in loss of one car space
- Relocation of bin and bike store for Block B
- Slight width reduction of Block A to allow for landscaping adjacent to path
- Landscaping enhancements

## **3.0 Relevant planning history**

3.1 17/00812/PREAPP Pre-application enquiry for a 132 residential development with sufficient parking to support the residential proposals.

## **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.

*Watford Character of Area Study 2011*

*Skyline – Watford's Approach to Tall Buildings 2016*

*Residential Design Guide 2016*

#### **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 2 Ensuring the vitality of town centres

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

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

#### **5.0 Consultations**

##### **5.1 Neighbour consultations**

Letters were sent to 260 properties in the surrounding area.

21 objections and 1 representation were received.

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

<b>Representations</b>	<b>Officer's response</b>
Detrimental to the light, outlook and privacy of the Sydney Road properties who back onto the site.	This has been assessed in detail as set out in section 6.6 of the report. It is noted that the development will present as a notable change from the existing single storey buildings on site however the measurable

	<p>factors of sunlight and daylight and assessment in accordance with BRE guidance determine that the development would not create unreasonable harm to neighbours. Although one element of minimum distance is not met between block B and Nos11-19, the overall privacy of these properties would be reasonable.</p>
<p>Increased noise and disturbance to neighbours from the occupants of the flats and their cars.</p>	<p>The proposed residential uses are wholly appropriate and suitable adjacent to existing residential uses in a residential area. This is principally acceptable and would not create unreasonable noise or disturbance to neighbours. Indeed, the residential use of the site is likely to create less noise and disturbance to neighbours as could be created from the existing industrial use the site.</p>
<p>Height is out of keeping with the area.</p>	<p>The 3 storey flat roof elements of the buildings, adjacent to Sydney Road properties respect the heights of these properties. The taller elements of the buildings would not be visually dominant in the Sydney Road streetscene and would follow the pattern of development along this area to increase heights up the railway. This is discussed in full in section 6.3 of the report.</p>
<p>Development is too dense for the area.</p>	<p>The development does significantly increase the density of the site from the existing buildings however this of an acceptable design and provides efficient use of the brownfield site for new homes in accordance with Council policy and Core objectives. The density of the development would not create unreasonable harm in any respect and is supported as sustainable development.</p>
<p>Insufficient parking for the development</p>	<p>The development provides one car parking space for only some of the flats (52%). The location provides good access to town centre amenities and public transport and is</p>

	highly suited for occupants without cars. The occupiers of the development will be exempt from entitlement to park in the surrounding roads subject to the Controlled Parking Zone. Car-light development is welcomed in this sustainable location to reduce car journeys in the area and prevent increased congestion in the area.
Sydney Road is narrow and cannot support additional traffic.	The existing industrial use of the site creates movement of cars and commercial vehicles to and from the site on the restricted Sydney Road. This is the existing situation and could be made significantly worse at any time with an intensification of use at the site. The transport assessment submitted shows that, with the car light nature of the development, it will result in fewer vehicle movements to the site than existing. Furthermore, the residential use of the site will avoid the regular use of Sydney Road by larger commercial vehicles such as HGVs. It is therefore considered that the development would have no detrimental impact to Sydney Road and would represent an improvement to the current use.
Increased road congestion in West Watford.	As discussed above, the development would see fewer vehicle movements to the site than the existing situation and so would not increase congestion in the area.
Insufficient infrastructure (schools/healthcare etc.) to support this and other developments in Watford.	Watford Borough Council is responsible for granting planning permission for appropriate and sustainable development for new homes. WBC is not responsible for the provision of schools or healthcare which are Herts CC and NHS matters. Through the planning process, contributions towards infrastructure are collected from developers under the Community Infrastructure Levy.
Unsafe access	The access proposed has suitable siting and visibility and is supported by Hertfordshire Highways. The site includes a vehicle turning area to allow all vehicles to enter and leave

	in forward gear. The access road includes a pathway into to site on both sides providing safe and convenient access into and from the site for all users.
Insufficient affordable housing provision	The development provides an excellent and highly supported provision of affordable housing. As discussed in full in section 6.5 of the report, the provision includes larger units (3 and 4 beds) of a much needed social rent tenure to meet the most acute needs of the Borough. The percentage of provision, based on units is below the policy requirement of 35% however this is welcomed due to the larger nature of the units. The provision based on habitable rooms represents 35% of the development demonstrating that there is no shortfall in the affordable housing of the scheme.

## 5.2 Statutory publicity

The application was publicised by 2 site notices posted on 3<sup>rd</sup> January 2018 expiring 24<sup>th</sup> January and by advertisement in the Watford Observer published on 1<sup>st</sup> December 2017 expiring 22<sup>nd</sup> December 2017.

## 5.3 Technical consultations

The responses from consultees have been summarised and considered in the following table.

Consultee	Summary of response	Officer consideration
Lead Local Flood Authority	Initial objection. Further information provided and re-consultation made. Further objection made however in agreement for use of pre-commencement condition to secure final details. Conditions recommended.	Conditions added

Local Highway Authority	No objection subject to conditions and informatives. S106 for £6000 for travel plan monitoring.	Condition relating to visibility splays is recommended. The 3 other conditions are duplication of information already provided and also duplication of other powers so are not reasonable, appropriate or enforceable as planning conditions.
Arboricultural Officer	No objection	Detailed landscaping condition included.
Contaminated Land Officer	No objection subject to conditions.	Conditions included.
Environmental Health	Further information requested and provided. Reconsultation confirmed no objection subject to condition to secure windows on South side (MLX impact).	Condition added for all windows to meet noise requirements as set out in the submitted noise assessment.
Waste & Recycling Team	No objection provided level access. Improvements recommended	Various amendments have been undertaken and waste reconsulted with no objection.

Head of Housing	The scheme is fully supported to allow for the provision of larger units. Provision of family units of social tenure are the most needed and active engagement has achieved this.	Noted and agreed.
Herts Ecology	Potential for Bats and a Preliminary Roost Assessment (PRA) must be carried out. Information regarding landscaping must be provided.	Preliminary Roost Assessment (PRA) submitted and no bat activity found. Landscaping details to be secured by condition.
Thames Water	No objection subject to conditions and informatives.	Conditions included.
Planning Policy	Employment use is not protected and not compatible with residential context. Residential development is therefore supported in principle. Some design concerns with the scheme and improvements recommended.	Support in principle noted. Amendments have been undertaken and various improvements have been made. Not all recommendations have been included however an acceptable design has been achieved.
Herts Constabulary Crime Prevention Design Service	Defensible space required to ground floor units. Insufficient parking may increase parking on surrounding roads. Recommendations for specifications made.	Landscaping matters to be secured by condition. CPZ exemption will prevent parking on surrounding roads. Specification recommendations passed on to applicant.

HCC Waste & Minerals	No response.	Waste matters considered as part of the application.
Transport for London	Close to proposed MLX line but not adjoining boundary and no objection or comments.	Noted.
Network Rail	No response.	Not immediately adjacent to railway so NR comments not specifically required.
Jacqueline Nixon HCC s106	Subject to CIL.	Noted.
Affinity Water	Reference to groundwater source protection zone.	Noted. No conditions or informatives requested.
HCC Fire and rescue service	Fire hydrants to be secured by s106.	Noted and included in s106.

## 6.0 Appraisal

### 6.1 Main issues

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

- (a) Principle of the change of use of the site.
- (b) Scale and design.
- (c) Quality of residential accommodation.
- (d) Affordable housing provision.
- (e) Impacts on surrounding properties.
- (f) Transport, access and servicing.
- (g) Car and cycle parking.
- (h) Environmental considerations
- (i) Potential future development

### 6.2 (a) Principle of the change of use of the site.

- 6.2.1 The site is not designated for employment uses and the loss of the aging, poor quality commercial space would not be harmful to the commercial needs of the town. It is further noted that commercial redevelopment of the site, with potential for increased industrial activity and HGVs, is likely to be problematic in the residential context and served by the surrounding roads. Retention of the site for commercial uses is therefore not considered to be appropriate.



- 6.2.2 The site is within a predominantly residential location and offers and opportunity for brownfield residential development pursuant to housing delivery required by the NPPF and also meeting housing needs pursuant to Priority 1 of the Corporate Plan for Watford Borough Council and the Core Strategy.
- 6.2.3 Policy HS1 of the Core Strategy lists the criteria that will be taken into account in assessing the suitability of sites for residential use. In this case, the site is brownfield land, is close to the town centre, is not at risk of flooding and has good access to public transport and a wide range of services. Furthermore, the site has no heritage significance or biodiversity or landscape value. The residential provision would be in keeping with the residential use of the context. The development provides a suitable mix of 1, 2, 3 and 4 bed units, compliant with policy HS2 of the Core Strategy. The principle of residential provision is therefore supported.
- 6.3 (b) Scale and design
- 6.3.1 The proposed development successfully responds to the constraints and opportunities of the site. The scale of the buildings, up to 10 storeys, will represent a significant intensification in scale at the site however the siting and design is of high quality and is supported.
- 6.3.2 Block A creates a strong and active frontage onto Sydney Road. The 3 storey flat roof height on Sydney Road responds to the height of the two storey houses adjacent and opposite. As read in the streetscene of Sydney Road, this height would not be dominant or incongruous and indeed would be lower than the 3 and 4 storey development at the West end of Sydney Road.
- 6.3.3 The height of Block A steps up to the south of the site whilst not exceeding a 25 degree line taken from the ground floor windows of the opposite properties. This scaling allows the development to maximise the opportunity of the more open southern end of the site whilst being largely hidden from the main Sydney Road frontage. This scaling up within the site would therefore not appear as excessive in scale or dominant in the Sydney Road streetscene.
- 6.3.4 The height of Block A, up to 10 storeys, is also suitable for the wider area and follows the height pattern of other development in the streetblock backing onto the rail way line running East-West behind Sydney Road and Whippendell Road. The Sun Printers site to the west of Sydney Road (now The Gateway) is a shallower site however includes buildings up to 7 storeys. To the west of this, the Ascot Road site has approval for buildings of 7 and 23 storeys again adjacent to the railway line. The height of the buildings stepping up to the railway line is therefore in keeping with the height pattern of development in this area whilst also respecting the more

modest height front Sydney Road itself.

- 6.3.5 The width and contemporary design of Block A will be in contrast to the terraced houses of Sydney Road however the frontage will continue the residential pattern of Sydney Road and will be a significant enhancement to the streetscene from the existing site. The frontage of Block A would be set behind that of the adjacent terraces avoiding any potential visual dominance. The low front boundary treatment, landscaping and creation of small front gardens to the two duplexes replicates the character of frontages in the streetscene and creates activity and active frontages on the Sydney Road frontage. The main entrance to Block A has been further articulated to mark this as varied from the duplex entrances and further aid easy legibility of the building.
- 6.3.6 Block A also includes generous spaces to each side with the entrance road, two paths and landscaping to its east side and a 4.5m gap to the west side boundary. The building will therefore not appear as cramped within the site width. Furthermore, the creation of gaps at this site can be continued in any future development at adjacent sites to create a rhythm between buildings.
- 6.3.7 Block B follows a similar height pattern with 3 storey buildings adjacent to its north boundary, stepping up to 7 storeys whilst maintaining a 25 degree line to the two storey Sydney Road south side properties. The design of Block B has been amended through pre-application stage to create a less bulky building. By creating a corner in the building this successfully addresses the internal area of the site and reduces the bulk as seen from the Sydney Road south side properties
- 6.3.8 Block B would be somewhat hidden from the main entrance to the site however, following amendments, the presenting features of Block B will include a well-articulated, glazed entrance area that will well mark the entrance to the building.
- 6.3.9 The two buildings relate well to each other in creating a central area. Both buildings will be of the same design approach and materiality meaning that they are tenure blind and there is no evident distinction of affordable units. The central area of the site is unfortunately mostly designated to car parking however this is a largely unavoidable matter. Good quality pathways and landscaping will run adjacent to the car parking and entrance road ensuring that this area is visually inviting. This central area will also see good functionality and activity with accesses to Block B and to the rear section of Block A as well good natural surveillance from windows and balconies within the development.
- 6.3.10 The overall design approach of the building is contemporary but wholly appropriate for the site and context. The robust design and materiality are reminiscent of an

industrial vernacular and an appropriate response to the industrial history of the site. The use of one brick creates a simple and unified appearance whilst the rusticated use of the same brick along the ground floor creates variation and interest. The grey uPVC windows and metal balcony's continue the contemporary scheme. Contrary to the elevation plans, a more solid balcony screen has been proposed to response to officer concerns regarding the exposed nature of the balconies. The more solid screens will allow light flow but also create balconies of a more private and usable nature.

6.3.11 The infill development of the house between Nos7 and 9 is wholly appropriate. The building replicates the width, height and position of its Victorian neighbours however avoids a pastiche infill with the use of contemporary detailing and fenestration to the front and rear. This variation will create an interesting and honest contrast to the Victorian terraces whilst respecting the form, height and proportions of the neighbours.

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

6.4.1 The proposal will provide 136 residential units, with 135 flats and one house. All will comply with the minimum floorspace of the nationally described space standard. All will have good levels of outlook, natural light and privacy.

6.4.2 Within Block A, of the 97 flats all but 4 would have at least 1 elevation facing west, south or east. Two duplex units and 2 flats facing Sydney Road would be single aspect to the north. This is not preferred, however to ensure the development addresses Sydney Road, this is difficult to avoid and on balance considered to be reasonable for the development overall.

6.4.3 Within Block B, the majority of the units would be dual aspect and none would be single north facing aspect. The units have been positioned and laid out to prevent harmful impact from the retained industrial buildings at the site to the south. All these flats would therefore have good levels of outlook, daylight and sunlight.

6.4.4 The residential units of development all achieve a minimum 22m distance between other flats within the development and the existing neighbours, compliant with section 7.3.16 of the RDG, meaning that all new flats would have good levels of privacy.

6.4.5 High quality communal amenity areas have been incorporated into the development including around the buildings, at first floor podium level between the two blocks and at various roof levels on each of Blocks A and B. These are laid out as useable, functional spaces with areas that will allow for good landscaping and good natural surveillance. Almost all of the flats would also have private terraces or

balconies.

6.5 (d) Affordable housing provision

- 6.5.1 The development includes an excellent and welcomed provision of affordable housing. Block B of the development is proposed as being all affordable housing. Following detailed pre-application and application engagement between the applicant and officers, this building provides units of a size and tenure that meet the Borough's most urgent housing needs and is highly commendable on this basis.
- 6.5.2 It is noted that the 38 units of the rear block represent 28% of the development in unit number however this shortfall welcomed and actively supported by housing and planning officers to allow for the larger sized units of the most needed tenure types. It is further noted that the affordable housing provision represents 35% of the development based on the habitable rooms provided demonstrating that there is no overall shortfall in affordable housing provision.
- 6.5.3 Indeed, as an illustration, the internal space of Block B could have provided 48 units constituting 35% affordable housing based on unit number. These units would however been almost all 1 bed units which are not required by the housing team and would not serve to meet the acute housing demands for family groups on the Council's waiting lists. The assessment of the provision by unit number is therefore not pragmatic in this instance to express the excellent affordable housing offer of this scheme.
- 6.5.4 Similarly, the tenure mix of the affordable units does not meet the proportion requirements of policy HS3 however again looking pragmatically, this is actually of positive benefit to the Council. The fewer affordable rented units and more shared ownership units within the scheme allow for a larger proportion of social rented units which are the most needed units. Moreover, all of the larger units (6 x 4bed7person units and 4x 3bed 5 person) are to be the social rented proportion which means that these will be genuinely affordable to the waiting families who need these homes.
- 6.5.5 It is further noted that the affordable housing is to be contained within one specific block of the development. This will allow for housing providers to appropriately manage the affordable housing provision as independent from the private flats. The affordable housing provision, with family sized units, will also have a high quality, usable and accessible communal amenity area to serve future occupiers.
- 6.5.6 The scheme offers an excellent and welcomed offer of affordable family units to meet the most acutely needs of the Borough and the positive and proactive approach of the applicant to engage with officers to achieve this is commended.

6.6 (e) Impacts on surrounding properties

6.6.1 The nearest residential properties include the existing terraces on this south side of Sydney Road (Nos. 9-27 odds) and the houses on the north side of Sydney Road which front onto the site (Nos. 20-36 evens).

6.6.2 Both Block A and Block B have been sited and designed to maintain a 25 degree line taken from the centre of the ground floor windows of their nearest neighbours. This is compliant with the 25 degree guidance of section 7.3.13 of the RDG. This compliance indicates that there would not be adverse impact to light and outlook of the neighbouring properties however a full assessment has been carried out in the Sunlight and daylight report dated 29<sup>th</sup> September 2017 prepared by Robinsons Surveyors Limited in accordance with the BRE guidance 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE, 2011). This report considers the impact caused, by the proposed development upon the daylight and sunlight currently received by the closest neighbouring properties. The assessment has been undertaken using measurable factors of the Vertical Sky Component (VSC), No-Sky Line Contour (NSC), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) tests set out within the aforementioned guidance.

6.6.3 *Impact to Nos 7-27 Sydney Road (odds)*

The 25degree relationship of the ground floor windows to Block B is compliant with the RDG. The element of Block B nearest these properties, being 3 storeys and 8.6m from the garden boundaries, would not be considered to present as an overbearing impact to the homes or gardens of Nos.7-27.

6.6.4 The Daylight and Sunlight report does recognise that there will be some impact to the rear windows of Nos 7-27. For each property the report recognises that there is a degree of change to one measurable factor beyond BRE guidance however as other measurable factors are not unreasonably changed, the overall impact is not harmful.

6.6.5 The daylight and sunlight report also concludes that due to the development being below the 25 degree line, the degree of impact to the rear windows of Nos7-27 is caused by the poor design of the terraced houses. It is agreed that the recessed windows of each terraced house do experience reduced light and outlook by virtue of the tunnelling effect of their own and their neighbouring outriggers. This is an established feature of this type of house and it is not considered that the degree of change to the existing situation is unreasonable or harmful.

6.6.6 Block B would be immediately to the south of Nos.7-27. The Daylight and Sunlight report models the shadowing to these properties. With the unusual single storey

nature of the site as existing, the development will create an increased shadow to the homes and gardens of Nos.7-27 from the existing situation. However as detailed in the report, the minimum hours of sun per day to each property would comply with the BRE tests and guidance and it is considered that these homes would remain in enjoying a good level of sunlight.

6.6.7 The minimum distance between the first and second floors of the north elevation of the Block B and the rear of properties Nos 11-19 Sydney Road, is the only area of the development which is partially non-compliant with RDG guidance. Section 7.3.16 of the RDG guides for back to back distances of 27.5m between first floors of new and existing homes. This guidance distance reduces to 22m between new homes within a development. The windows on the north elevation of Block B would have a minimum distance of 23.7m to the outrigger windows (usually bed 3) of Nos 11-19 which increases to 27.7m to the rear window on the main building (usually bed 2). The 23.7m distance to the outriggers is below the 27.5m guidance indicating that the change to privacy of these outrigger window would be more than typically sought. However as the distance remains above 22m, it cannot be asserted that this is a harmful or unreasonable privacy distance. It is further noted that due to the stepped nature of the terraces, the increased impact is only to one window and one room of each house and therefore, overall the impact would not be unreasonably harmful to the overall amenity of each house.

6.6.8 The upper floors of Block B are stepped further away from the northern boundary allowing for minimum distances fully compliant with the RDG and avoiding any potential for unreasonable overlooking. Specifically, the nearest point of the 3<sup>rd</sup> floor terrace would exceed the minimum back to back distance of 27.5m to the existing properties and at 12m to the boundary of the Sydney Road gardens, would exceed the minimum 11m guidance of section 7.3.16 of the RDG.

6.6.9 The proposed house to infill the gap between Nos7 and 9 would have a relationship with the side neighbours fully compliant with the RDG. By creating a loft room with dormer, this building would not replicate the outriggers of the terraced neighbours and would not create loss of light or outlook to the rears of the neighbouring properties.

6.6.10 *Impact to Nos. 20-36 Sydney Road (evens)*

The 25degree relationship of the ground floor windows of these properties to Block A is compliant with the RDG. Being 3 storeys high onto Sydney Road, this building would not be considered to present as an overbearing impact to the homes of Nos.20-36.

6.6.11 The Daylight and Sunlight report does recognise that there will be some impact to

the front windows of these properties. For all but two properties, the degree of change to all measurable factors is within BRE guidance and fully acceptable. The single bedrooms of Nos28 and 30 would experience a degree of change marginally beyond the BRE guidance limit however as this affects only one window and one room of the house, it is considered that this is not unreasonable or harmful to the overall living environment of these houses.

6.6.12 As with Block B, Block A would be immediately to the south of Nos20-36. The Daylight and Sunlight report shadowing models show that the minimum hours of sun per day to each property would comply with the BRE tests and guidance and it is considered that these homes would remain in enjoying a good level of sunlight.

6.6.13 The front to front relationship of Block A to Nos20-36 is wholly acceptable and reasonable in a residential area and would not create harmful or unreasonable overlooking.

6.6.14 *General*

It is noted that the development will present as a notable change from the existing single storey buildings on site however the measurable factors of sunlight and daylight and assessment in accordance with BRE guidance determine that the development would not create unreasonable harm to neighbours.

6.6.15 Although one element of guidance is not met between block B and Nos11-19, the overall privacy of these properties would be reasonable.

6.6.16 In general terms, it is considered that the development will create significant visual and environmental improvements for surrounding properties. The change of use of the site from industrial to residential will remove potential noise and disturbance from commercial activities which are not appropriate adjacent to homes. The loss of the existing commercial buildings will significantly improve the visual appearance of the site as seen from surrounding properties. The creation of improved boundary treatments and landscaping will further benefit existing properties.

6.7 (f) Transport, access and servicing

6.7.1 The site is located in an accessible and sustainable location. The location is highly suited for new development in accordance with policy T2 of the Location of New Development.

6.7.2 The vehicular access to the site is supported. As set out in the Transport Assessment, the proposed development will result in a reduced number of daily vehicle movements to the site and would have no negative impact on the highway.

6.7.3 All occupants would have convenient, legible and safe access into and within the site.

6.7.4 Both Blocks A and B would include bin and bike storage rooms integrated in their ground floor layout. These would be accessible and appropriate for use. The bins storage is accessible for level collection and the site includes turning area for collection vehicles.

6.8 (g) Car and cycle parking

6.8.1 The development proposes 71 car spaces to serve the 136 units (52%).

6.8.2 Given the accessible and sustainable location of the site the car-light residential units are supported. A s106 agreement will secure measures to restrict future occupiers from entitlement to park in surrounding Controlled Parking Zone. The development would not therefore result in increased parking on the surrounding roads.

6.8.3 The proposal also includes provision cycle pursuant to policy T10 and it is noted that the Ebury Way cycle route is easily accessible from the site.

6.8.4 The application is accompanied by a Travel Plan which is supported by HCC. A monitoring fee of £6,000 is also sought to monitor the implementation of the approved Travel Plan.

6.9 (h) Environmental considerations

6.9.1 i) Environmental Impact Assessment

The development does not constitute a Schedule 2 or Schedule 3 development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and an EIA was not required for the proposed development.

6.9.2 ii) Trees and landscaping

There are no trees on site which are considered to be worthy of long term retention and the loss of the trees on site is acceptable subject to replacement planting. Indeed the re-landscaping of the area will provide visual benefits with the improved frontage onto Sydney Road and new tree planting adjacent to neighbours. Full details of hard and soft landscaping are secured by condition. Particular care will be required in the choice of species and maturity of the trees for the site to ensure short and long term amenity.

6.9.3 iii) Surface water drainage

The Lead Flood Authority (HCC) has raised concerns regarding the provision proposed in the SUDs Strategy. It is envisaged that a suitable scheme is achievable



in the development and HCC have however agreed to addressing of this issue by use of a pre-commencement condition.

#### 6.9.4 iv) Bats

Following the consultation response from Herts Ecology, a survey was carried out by a suitably qualified Environmental Consultant which recorded no evidence of bats on the site.

#### 6.10 (i) Potential future development

The Laundry site to the west of the site and warehouse site to the south have the potential for future development. The development proposed has fairly and responsibly taken into account this potential. For instance, key distances such as 11m gap to the west boundary will allow for the appropriate 22m gap to development at this site. The transport assessment has assumed possible development and assessed cumulative impact. The development would therefore be acceptable in relation to neighbouring sites as well as in its own right and would not prejudice future development.

### 7.0 Community Infrastructure Levy and 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:

##### Watford Charging Schedule

Type of Development	CIL Rate
Residential	£120 per sqm

The charge is based on the net increase of the gross internal floor area of the proposed development. Exemptions can be sought for charities, social housing and self-build housing. If any of these exemptions is applied for and granted, the CIL liability can be reduced.

#### 7.2 S.106 planning obligation

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1

April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants.

In this case, the development requires planning obligations to secure the provision of affordable housing, to ensure the exclusion of the development from the local controlled parking zone, to secure a monitoring fee for the proposed Travel Plan and to secure any necessary fire hydrants to serve the development. These requirements meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, these planning obligations can be taken into account as material planning considerations in the determination of the application.

## **8.0 Conclusion**

- 8.1 The employment uses on site are not suitable for retention due to the residential location of the site. The site is brownfield land, is close to the town centre, is not at risk of flooding and has good access to public transport and a wide range of services. The residential development of the site in the residential location, is welcomed.
- 8.2 The development offers high quality design that will enhance the current poor appearance of the site and its frontage onto Sydney Road. The development will represent a change to surrounding properties however, as assessed in detail, this would not constitute unreasonable harm to light, outlook or privacy of neighbours. The scheme will create high quality, sustainable homes and an excellent offer of affordable housing provision.

---

## **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 all 38 units in Block B of the development to be Affordable Housing units comprising 10 no. social rented units (6 no. 4B7P, and 4 no. 3B5P), 9 no. Affordable Rented units (9 no. 3B5P) and 19 no. Shared Ownership units (4 no. 1B2P, 9 no. 2B3P, 5 no. 2B4P, 1 no. 3B5P).
- 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 a financial payment to Hertfordshire County Council of £6,000 for the long term monitoring of the proposed Travel Plan for the site;
- iv) To secure the provision of fire hydrants to serve the site as required by Hertfordshire County Council.

#### Conditions

1. Time Limit

The development to which this permission relates shall be begun within a period of 3 years commencing on the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Drawings

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

Drawing number	Rev	Title
PL_100	A	Existing Site Plan
PL_101	D	Proposed Site Plan- Level 0
PL_102	A	Proposed Site Plan- Level 1
PL_110	C	Block A - Level 0 Floor Plan

PL_111	A	Block A - Level 1 Floor Plan
PL_112	A	Block A - Level 2 Floor Plan
PL_113	A	Block A - Level 3 Floor Plan
PL_114	A	Block A - Level 4 Floor Plan
PL_115	A	Block A - Level 5 Floor Plan
PL_116	A	Block A - Level 6 Floor Plan
PL_117	A	Block A - Level 7 Floor Plan
PL_118	A	Block A - Level 8 Floor Plan
PL_119	A	Block A - Level 9 Floor Plan
PL_120	A	Block A - Level 10 Roof Plan
PL_130	B	Block A - North Elevation 01
PL_131	B	Block A - East Elevation 02
PL_132	A	Block A - West Elevation
PL_133	A	Block A - South Elevation
PL_134	A	Block A - Streetscene
PL_134		Block A Main Elevation Sydney Road Elevation
PL_140	A	Block A - Section With Context
PL_190	A	Terrace Infill House
PL_210	E	Block B - Level 0 Floor Plan
PL_211	C	Block B - Level 1 Floor Plan
PL_212	C	Block B - Level 2 Floor Plan
PL_213	C	Block B - Level 3 Floor Plan
PL_214	C	Block B - Level 4 Floor Plan
PL_215	C	Block B - Level 5 Floor Plan
PL_216	C	Block B - Level 6 Floor Plan
PL_217	B	Block B - Level 7 Roof Plan
PL_SK230	C	Block B - Elevations 1
PL_SK231	C	Block B - Elevations 2
PL_240	A	Block B - Section With Context
PL_190	A	Terrace Infill House
PL_401		Balcony Balustrade Details
PL_105		Bin Store Layouts
-		Tree Protection Plan

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

3. Drainage Strategy

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the

public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

4. Contamination-Approval of Verification Report

Following completion of measures identified in the approved remediation scheme (November 2017, prepared by SLR, Ref. 402.07391.00002) and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

Reason: To ensure the 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.

5. Contamination-Not Previously Identified

In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by 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 the immediately above condition.

Reason: To ensure the 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. Surface water drainage scheme

No development shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

1. Detailed, post development calculations in relation to surface water for all rainfall events up to and including the 1 in 100 year return period, this must also include a +40% allowance for climate change.
2. A detailed drainage plan including the location of all SuDS features, pipe runs and discharge points. If areas are to be designated for informal flooding these should also be shown on a detailed site plan.
3. Exceedance flow paths for surface water for events greater than the 1 in 100 year plus climate change. This should be identified on a map for rainfall events that exceeds the 1 in 100 year plus climate change event.
4. Detailed engineered drawings of the proposed SuDS features including their cross section drawings, size, volume, depth and any inlet and outlet features including any connecting pipe runs.
5. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

**Reason**

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

7. Surface Water Drainage Assessment

The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by SLR Consulting Limited, reference 402.07391.00002, version no. Issue 2, dated December 2017 and the following mitigation measures:

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 1 l/s during the 1 in 100 year event plus 40% of climate change event for Block A & B and 1 l/s during the 1 in 100 year event plus 40% of climate change event for the terrace house.
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 462.0 m<sup>3</sup> (or such storage volume agreed with

the LLFA) for Block A & B and a minimum of 1.6 m<sup>3</sup> (or such storage volume agreed with the LLFA) for the terrace house of total storage volume in permeable paving with underground attenuation crate system storage.

3. Discharge of surface water from the private drain into the Thames Water surface 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**

1. To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site.

2. To reduce the risk of flooding to the proposed development and future occupants.

8. Facing Materials

No external facing materials shall be installed on any building of the development until full details and samples of all the materials to be used for the external surfaces of the buildings have been submitted to and approved in writing by the Local Planning Authority.

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

9. Hard Landscaping

No part of the development shall be occupied until a detailed hard landscaping scheme for the site, including details of the roof gardens, site boundary treatments, children's play area and external lighting has been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

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

10. Soft Landscaping

No part of the development shall be occupied until a detailed soft landscaping scheme for the site, including details of the roof gardens and appropriate irrigation systems, and a landscape management and maintenance plan, has been submitted to and approved in writing by the Local Planning Authority. The detailed scheme shall be based upon the

Landscape Proposals of the approved drawings. The approved soft landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

11. Piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

12. Access

No part of the development shall be occupied until the modified access and egress arrangements from Sydney Road, as shown in principle on the approved drawings has been completed in full.

Reason: In the interests of the safe operation of the site and the surrounding highway, in accordance with saved Policies T21 and SE7 of the Watford District Plan 2000.

13. Vehicular visibility splays

Prior to the first occupation of the development hereby permitted, vehicular visibility splays measuring 25m x 2.4 metres minimum shall be provided to each side of the new access where it meets the highway and such splays shall



thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of the safe operation of the site and the surrounding highway, in accordance with saved Policies T21 and SE7 of the Watford District Plan 2000.

14. Residential facilities

No dwelling within the development shall be occupied until the bin and bicycle storage has been provided for the use of residents, in accordance with the approved drawings. These facilities shall be retained at all times for the use of the residential occupiers of the dwellings.

Reason: To ensure that adequate facilities exist for the future occupiers of the dwellings, in accordance with saved Policies T10 and SE7 of the Watford District Plan 2000, Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and the Residential Design Guide 2016.

15. Aerials/Satellite Dishes

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

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

16. Car Parking allocation

No dwelling shall be occupied until the details of car parking allocation have been submitted to and approved in writing by the Local Planning Authority. A minimum of 28% of the on-site car parking spaces shall be allocated to the affordable housing units.

Reasons: To ensure a suitable allocation of car parking spaces for the affordable housing provision.

17. Internal noise mitigation

All residential units shall achieve the recommended maximum internal noise levels under BS 8233 through the provision of a good quality window units with a Rw of at least 26 dB in accordance with the noise assessment dated November 2017 prepared by SLR (Ref 402.07391.00002).

Reason: To ensure residential occupiers do not experience noise and disturbance.

18. Communications Development

For the avoidance of doubt, no communications development permitted by Class B or Class C of Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 shall be undertaken on the building.

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

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 the provision of affordable housing in the Borough, a financial payment to exclude the development from the local controlled parking zone, a financial payment towards the monitoring of a Travel Plan, the provision of necessary fire hydrants to serve the development and a financial contribution towards the environmental improvement of Clarendon Road.
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 completed a Planning Performance Agreement for 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.

7. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

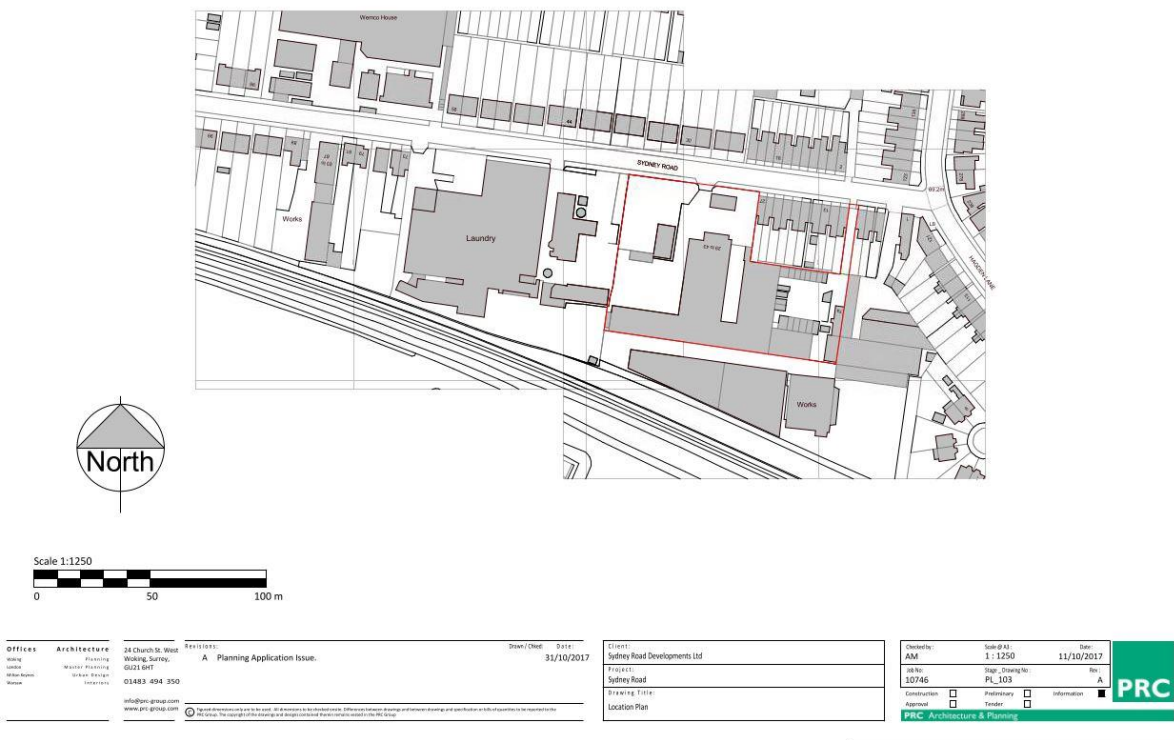
---

Case Officer: Alice Reade

Email: [alice.reade@watford.gov.uk](mailto:alice.reade@watford.gov.uk)

Tel: 01923 278279

29 - 43 Sydney Road And The Plot Between 7 and 9 Sydney Road



## Block A East elevation



## Block A Floor Plan Ground



THE UNITED STATES DEPARTMENT OF JUSTICE  
OFFICE OF THE ATTORNEY GENERAL  
WASHINGTON, D.C. 20530

**1** THE UNITED STATES DEPARTMENT OF JUSTICE  
OFFICE OF THE ATTORNEY GENERAL  
WASHINGTON, D.C. 20530

U.S. DEPT. OF JUSTICE  
OFFICE OF THE ATTORNEY GENERAL  
WASHINGTON, D.C. 20530



1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the underlying causes. Once the causes have been identified, the next step is to develop a plan to address the problem. This involves identifying the actions that need to be taken to address the problem and determining the resources that will be needed to implement the plan. Finally, the last step in the process is to implement the plan and monitor the results. This involves putting the plan into action and tracking the progress of the plan to ensure that the problem is being addressed effectively.





## Block A Section with Context



## Block A Sydney Road Streetscene





Architectural floor plan of the ground floor of the 'Körnerhaus' in Innsbruck. The plan shows a complex arrangement of rooms, including a large central hall, several smaller rooms, and a large parking area on the left. The building is surrounded by a green lawn and a row of trees. A north arrow and a scale bar are located in the bottom left corner. The plan is labeled 'GROUND FLOOR PLAN' and '1:100'.

5th Floor Plan  
1:100

North

Scale: 1:100

Legend:

- Guest Room
- Service Area
- Pool Area
- Corridor
- Entrance
- Exit
- Staircase
- Elevator
- Reception
- Bar
- Restaurant
- Lounge
- Storage
- Janitor
- Garage
- Roof
- Basement
- Ground Floor
- 1st Floor
- 2nd Floor
- 3rd Floor
- 4th Floor
- 5th Floor
- 6th Floor
- 7th Floor
- 8th Floor
- 9th Floor
- 10th Floor
- 11th Floor
- 12th Floor
- 13th Floor
- 14th Floor
- 15th Floor
- 16th Floor
- 17th Floor
- 18th Floor
- 19th Floor
- 20th Floor
- 21st Floor
- 22nd Floor
- 23rd Floor
- 24th Floor
- 25th Floor
- 26th Floor
- 27th Floor
- 28th Floor
- 29th Floor
- 30th Floor
- 31st Floor
- 32nd Floor
- 33rd Floor
- 34th Floor
- 35th Floor
- 36th Floor
- 37th Floor
- 38th Floor
- 39th Floor
- 40th Floor
- 41st Floor
- 42nd Floor
- 43rd Floor
- 44th Floor
- 45th Floor
- 46th Floor
- 47th Floor
- 48th Floor
- 49th Floor
- 50th Floor
- 51st Floor
- 52nd Floor
- 53rd Floor
- 54th Floor
- 55th Floor
- 56th Floor
- 57th Floor
- 58th Floor
- 59th Floor
- 60th Floor
- 61st Floor
- 62nd Floor
- 63rd Floor
- 64th Floor
- 65th Floor
- 66th Floor
- 67th Floor
- 68th Floor
- 69th Floor
- 70th Floor
- 71st Floor
- 72nd Floor
- 73rd Floor
- 74th Floor
- 75th Floor
- 76th Floor
- 77th Floor
- 78th Floor
- 79th Floor
- 80th Floor
- 81st Floor
- 82nd Floor
- 83rd Floor
- 84th Floor
- 85th Floor
- 86th Floor
- 87th Floor
- 88th Floor
- 89th Floor
- 90th Floor
- 91st Floor
- 92nd Floor
- 93rd Floor
- 94th Floor
- 95th Floor
- 96th Floor
- 97th Floor
- 98th Floor
- 99th Floor
- 100th Floor

## Block B North and West Elevations



North Elevation - Gaumond Elevation 1  
1 : 100

Project Name	Block B North and West Elevations
Client	PRC
Architect	PRC
Scale	1 : 100
Date	2023-10-27



Block B Site Plan  
1 : 500



West Elevation - Gaumond Elevation 2  
1 : 100

Project Name	Block B North and West Elevations
Client	PRC
Architect	PRC
Scale	1 : 100
Date	2023-10-27

## Block B Section with context



Block B - Section with Context  
1 : 200



Project Name	Block B North and West Elevations
Client	PRC
Architect	PRC
Scale	1 : 200
Date	2023-10-27

Project Name	Block B North and West Elevations
Client	PRC
Architect	PRC
Scale	1 : 200
Date	2023-10-27

## Block B South and East Elevations



## Proposed Site Plan Level 0







## Agenda Item 5

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>28<sup>th</sup> February 2018</b>
Site address:	<b>32 Park Road</b>
Reference Number:	<b>18/00062/FULH</b>
Description of Development:	<b>Demolition of existing freestanding garage and erection of a two storey side and two storey rear extension (amended description).</b>
Applicant:	<b>Mr and Mrs Jones</b>
Date Received:	<b>17<sup>th</sup> January 2018</b>
8 week date (minor):	<b>14<sup>th</sup> March 2018</b>
Ward:	<b>Nascot</b>

### 1.0 Site and surroundings

- 1.1 The site is a two storey single family house which is located in the Nascot Conservation Area. It is a Locally Listed Building (along with 30, to which it is attached). There are several trees on the site which are protected by a Tree Preservation Order (TPO138). An Article 4(1) Direction has been placed on this site (along with many others in the Conservation Area) to restrict its permitted development rights.
- 1.2 The house at no.32 is mostly new, having largely been built between 2012 and 2014. No.30 Park Road (which does not belong to the applicant) is a large and imposing Victorian house, and originally no.32 was a narrow double storey annexe that was attached to the left side of no.30. In 2012 planning permission was granted for the extension of no.32 to make it wider and this was implemented in 2014.
- 1.3 Adjoining the western side boundary of the site is a private road which serves 5 houses (nos. 46, 48, 50, 50a and 52, Park Road) that are sited behind the houses fronting Park Road. A brick boundary wall marks that side boundary.

### 2.0 Proposed development

- 2.1 To demolish the existing detached garage to the side of the house and erect a two

storey side extension and two storey rear extension. These will provide an extended living/dining/kitchen area with a new utility room and playroom at ground floor. At first floor, 2 existing bedrooms will be enlarged with one additional en-suite bedroom provided. A cellar is also proposed underneath the side extension. The proposed side extension is 3.3m wide and 8.8m deep and is set back 3m behind the front elevation. The rear extension is across the full width of the house (8.9m) and 2.8m deep with a 1.4m deep bay window.

### **3.0 Relevant planning history**

#### **3.1 The following planning history is relevant to this application:**

12/00152/FULH – Conditional planning permission was granted on 28<sup>th</sup> March 2012 - Erection of double storey side extension and alterations.

12/00806/FULH – Conditional planning permission was granted on 24<sup>th</sup> September 2012 - Erection of two storey side extension and alterations.

16/00796/FULH – Planning permission refused on 8<sup>th</sup> August 2016 - Erection of a double storey side and part single, part double storey rear extension. The sole reason for refusal stated:

*Planning permission for the existing house at 32 Park Road was granted four years ago, and it involved extending a wing of the adjacent house at number 30. That planning application was granted after detailed pre-application discussions had arrived at a design whose scale and proportions were considered appropriately respectful of and subordinate to the Locally Listed Building to which this house is attached at 30 Park Road (the original house at 32 having been ancillary accommodation annexed to the main house at 30 - probably intended for domestic staff). The current application proposes to extend it further with a large double storey wrap-around side and rear extension. Because it would make the building significantly wider, particularly at first floor and at roof level, that would have the effect of distorting the proportions of the building, making it more obtrusive and less subordinate in character to the main original building at 30, which is a Locally Listed Building. It would be less respectful of the proportions of the original building. This would be harmful to the visual amenity of the site, to the character of the Nascot Conservation Area in which it is located, and to the setting of the Locally Listed Building at 30 Park Road. As such the proposal is contrary to policies UD1 (Delivering High Quality Design) and UD2 (Built Heritage Conservation) of the Watford Local Plan Part 1. It would also be contrary to sections 128 and 132 of the National Planning Policy Framework because the application has not included any assessment of the significance of the heritage asset or of the potential impact of the*

*proposed development on that heritage asset (the site being a 'designated heritage asset' by virtue of its location within the Nascot Conservation Area).*

This refusal was the subject of an appeal which was dismissed by letter dated 5<sup>th</sup> December 2016.

## **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:

*Residential Design Guide 2016*

*Watford Character of Area Study 2011*

*Nascot Conservation Area Character Appraisal (adopted June 2010)*

## **5.0 Consultations**

### **5.1 Neighbour consultations**

Letters were sent to the following properties:

35, 37, 37A, Park Road

22, 30, 46, 48, 54, 56, 58, Park Road

Seven letters have been received and the comments made can be summarised as follows:

<b>Comments</b>	<b>Officer's Response</b>
Sewer serving 8 houses runs under the proposed side extension where the cellar is proposed.	This is not a planning matter and will be dealt with under Building Regulations in conjunction with Thames Water.
Object to any development that	See Section 6.2 of this report.



would be detrimental to the conservation area.	
Possible damage to adjacent wall within 1m of proposed cellar.	This wall is identified in the conservation area appraisal as of significance. Although the proposal does not include any works to this wall, a condition is recommended to retain the wall.
Possible damage to preserved trees from proposed cellar.	See comments of Arboricultural Officer in Section 5.3 of this report.
Privacy to 52 Park Road compromised by rear bay windows.	The rear bay windows will be 30m from the nearest part of no.52 which is sited on the other side of the private road and behind no.54.
Side extension will have negative impact on the view from the street and have an overbearing impact on the private road.	The extension will be sited 25m from the highway in Park Road and will not appear as prominent within the streetscene. Views will also be partially screened by existing trees. It will be set in 1m from the side boundary, the same as 54, Park Road, and has a depth of 8.5m compared to the 78m length of the private road.
Materials should match the existing house. The western flank elevation should be in matching stock bricks.	A condition is recommended to secure details of the proposed materials.
Overdevelopment of the property not in keeping with the conservation area.	See Section 6.2 of this report.
Loss of secondary light from windows on flank elevation of 54, Park Road.	These are secondary windows with the main habitable room windows on the front and rear elevations.
Loss of privacy to 54, Park Road from first floor windows.	A condition is recommended that these should be non-opening and obscure glazed.
The proposed extension would represent adverse cumulative development.	Whilst it is accepted that the extended house will no longer appear as an extension to no.30 but a house in its own right, this has been the case since the 2012 planning permission was implemented. It is not considered that the extension now proposed, amended following the appeal decision, will cause harm to no.30 or the wider conservation

	area.
The rear window is also at odds with the proportions of the existing window.	The proposed bay window is the same as the existing bay window implemented under the 2012 permission.
The basement, playroom and bedroom formerly part of no.32 have now been transferred to no.30.	See Section 6.3 of this report.
Loss of glimpsed view through to the rear.	Views through to the rear will still be possible along the private road between the application site and 54, Park Road.

## 5.2 Statutory publicity

A site notice was posted outside the site on 26<sup>th</sup> January 2018 and a public notice published in the Watford Observer also on 26<sup>th</sup> January 2018.

## 5.3 Technical consultations

The following responses have been received from technical consultees:

### Conservation Officer

See my previous comments on 17/00280/FULH where I raised no objection. The previous appeal decision (Nov. 2016) and older applications are also relevant. I would raise no objection to this current proposal.

This proposal has now been further amended. The proposed roof design has been simplified. The Planning Inspector was concerned about the building line and this proposal has been further set back.

I am concerned about the materials and consider that a mix of render and brickwork is not appropriate. Simple brickwork across the entire extension would be more appropriate in this historic setting where brickwork is more prevalent.

The windows and doors should be shown at 1:20 scale and all other materials should be conditioned.

There should be no additional buildings (new garage) on this site as this would harm the setting of the heritage asset.

### Arboricultural Officer

The proposed extension and alterations should not affect and trees either those protected by TPO 138 or the Conservation Area. There is a short section of hedge on the boundary which may be affected. Details of tree protection for the retained trees particularly T31 of TPO 138 (the one closest to the proposed extension)

should be submitted and approved.

## **6.0 Appraisal**

### **6.1 Main issues**

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

- (a) Scale and design and impact on heritage assets.
- (b) Impact on surrounding properties.

### **6.2 (a) Scale and design and impact on heritage assets**

In the previous scheme that was dismissed on appeal, the side extension was set back only 600mm behind the front elevation of the house at first floor level with a small front extension at ground floor. In dismissing the appeal, the Inspector stated:

6. *The proposed side extension would elongate the front elevation of the existing dwelling to approximately the same width as the main front façade of no. 30. Although set back slightly from the existing front elevation to no. 32 at first floor level, the extension would be built to the same ridge and eaves height as the roof of the existing dwelling and, as a result, would appear as a continuation of the existing frontage. It would also introduce an additional lean to roof at ground floor level to one side of the new front elevation, which is uncharacteristic of the design of nos. 30 and 32. At the side and rear, the proposed extensions, whilst largely reflecting the fenestration and hipped roof design of the existing dwelling, would considerably increase the size and scale of the building, altering its overall proportions in relation to no. 30. This would be particularly evident at the side, where the length and height of the side wall would overwhelm the existing dwelling.*
7. *The effect of the proposed extensions would be to unbalance and overwhelm the symmetrical design and proportions of the appeal property, in particular its roof and front elevation. As a result, the extended dwelling would no longer appear as a subordinate addition to the building at no. 30. This would cause harm to the setting of no. 30 as a non-designated heritage asset and harm its contribution to the character and appearance of the Conservation Area as a whole.*

- 6.2.1 In respect of the front set-back of the side extension, this has now been increased from 600mm to 3m at ground and first floor and no longer reads as a continuation of the front elevation of no.32. The small front extension has also been removed. The roof form has also been significantly amended from an extension of the existing

main roof over the side extension to 2 small hipped roofs. As such, the proposed side extension now reads as a subservient extension to the main house and does not detract from the relationship of no.32 to no.30. The proposed rear extension will increase the size of the house but this will not be visible within the streetscene and will not impact on the visual relationship between nos. 30 and 32 when viewed from the front. Overall, no.30, as proposed to be extended, will have a similar scale and bulk to no.30, the original house. Although no.32 was originally designed as an extension to no.30 it will now take on the appearance of a large house in its own right. Given the context of the site and the character of this part of the conservation area, which is of large detached houses in large plots, this is not considered to be harmful to the conservation area.

6.2.2 The Council's Conservation Officer has raised no objection to the proposed extensions.

6.3 (b) Impact on surrounding properties

At the time of submission of the application, the adjoining house at no.30 had an unusual relationship with no.32 in that the basement, ground floor and first floor rear rooms in the north-western corner of the house, adjoining no.32 were incorporated into no.32 and no longer formed part of no.30. Therefore, when viewing the rear elevation of no.30 from the garden area, the windows closest to no.32 were actually part of no.32. The garden boundary between the 2 houses reflected this. Due to the design of no.30, which incorporates a rear porch 2.2m deep at ground floor, the nearest ground floor window to no.32 was a bay window on the other side of the porch sited 7m from the proposed extension. The proposed extension will project 4.7m beyond the porch.

6.3.1 Following submission of the application, a representation has been received from the owners of no.30 stating that the basement, ground floor room and first floor room were transferred to them (and incorporated back into no.30) on 1<sup>st</sup> February 2018. They have not, however, objected to the proposal but have requested that this fact be taken into account. In terms of the main habitable rooms in no.30 existing at the time of the application, the proposed rear extension will have no significant adverse impact on the ground floor rear bay window of no.30.

6.3.2 In respect of the rooms that have now been incorporated back into no.30 from no.32, the ground floor room has an area of approximately 16m<sup>2</sup> and is, therefore, capable of being used as a habitable room. The outlook and light to this room is currently significantly impacted by the flank wall of the existing house at no.32. The proposed rear extension will make this relationship even worse. However, as this room has not been part of the property for many years, any additional impact on this room would not adversely affect the overall level of amenity enjoyed by the

occupiers of no.30.

- 6.3.3 With regard to the first floor bedroom, the impact on this window of the existing property is much less as it is at first floor level and is also sited above the eaves level of no.30. The rear extension will, therefore, have only a limited additional impact on this bedroom. Once again, as this bedroom has not been part of the property for many years, any additional impact on this room would not adversely affect the overall level of amenity enjoyed by the occupiers of no.30.
- 6.3.4 The house at 54, Park Road is separated from the application site by the private road that serves the 5 houses to the rear of the site. The distance between the flank elevation of this house and the proposed side extension to no.32 will be 7m. No.54 has 3 small ground floor windows in the flank elevation. These are secondary windows to the main habitable rooms. Whilst some loss of light may occur to these windows, the main windows on the front and rear elevations will be unaffected. The proposed side extension will incorporate 1 window at ground floor (to a playroom) and 2 windows at first floor (to a bedroom and en-suite) in the flank elevation. The bedroom window has the potential to give rise to overlooking and a loss of privacy to no.54 and should therefore be obscure glazed to mitigate this impact.
- 6.3.5 The house at the rear of the application site, 46, Park Road, will be sited 43m from the nearest part of the rear extension and will not be impacted by the proposal.

## **7.0 Conclusion**

- 7.1 The proposed extensions have been significantly amended from the previously refused scheme. Having regard to the previous reason for refusal and the Inspectors comments, it is considered the reason for refusal has now been overcome and the proposal will not cause harm to 30, Park Road, a locally listed building, or to the character and appearance of the Nascot Conservation Area.

---

## **8.0 Human Rights implications**

- 8.1 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.
-

## 9.0 Recommendation

That planning permission be granted subject to the following conditions:

### 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 drawing:-

A 100 000 P1, 001 P1, 002 P0, 003 P0  
A 110 001 P1, 002 P1, 003 P1, 004 P0  
A 000 005 P1

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

3. Notwithstanding the details given on the application form, no development shall commence until full details of all external materials to be used for the approved extensions have been submitted to and approved in writing by the Local Planning Authority. These should match as closely as possible to the materials of the existing house at the application site. The approved extensions 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 Nascot Conservation Area, pursuant to Policies UD1 and UD2 of the Watford Local Plan: Core Strategy 2006 - 31.

4. No development shall commence until details of tree protection measures to protect preserved tree T31 of Tree Preservation Order 138 have been submitted to and approved in writing by the Local Planning Authority and these measures have been installed in full. The approved measures shall be retained at all times during the construction period.

Reason: To protect the long term health of this tree and the visual contribution it makes to the Nascot Conservation Area.

5. The existing boundary wall along the western boundary of the site, adjoining the private road, shall be retained at all times. No works shall be carried out to this wall without the prior written approval of the Local Planning Authority.

Reason: This wall is identified as a wall with notable historic character in the Nascot Conservation Area Character Appraisal.

6. The 2 windows at first floor level on the western side elevation (to the bedroom and en-suite) and the additional window at first floor level on the eastern elevation (to the bedroom) shall be non-opening and fitted with obscured glass at all times.

Reason: To prevent overlooking and a loss of privacy to the adjacent properties at 54, Park Road and 30, Park Road respectively.

#### 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. 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.

Drawing numbers

A 100 000 P1, 001 P1, 002 P0, 003 P0

A 110 001 P1, 002 P1, 003 P1, 004 P0

A 000 005 P1

---

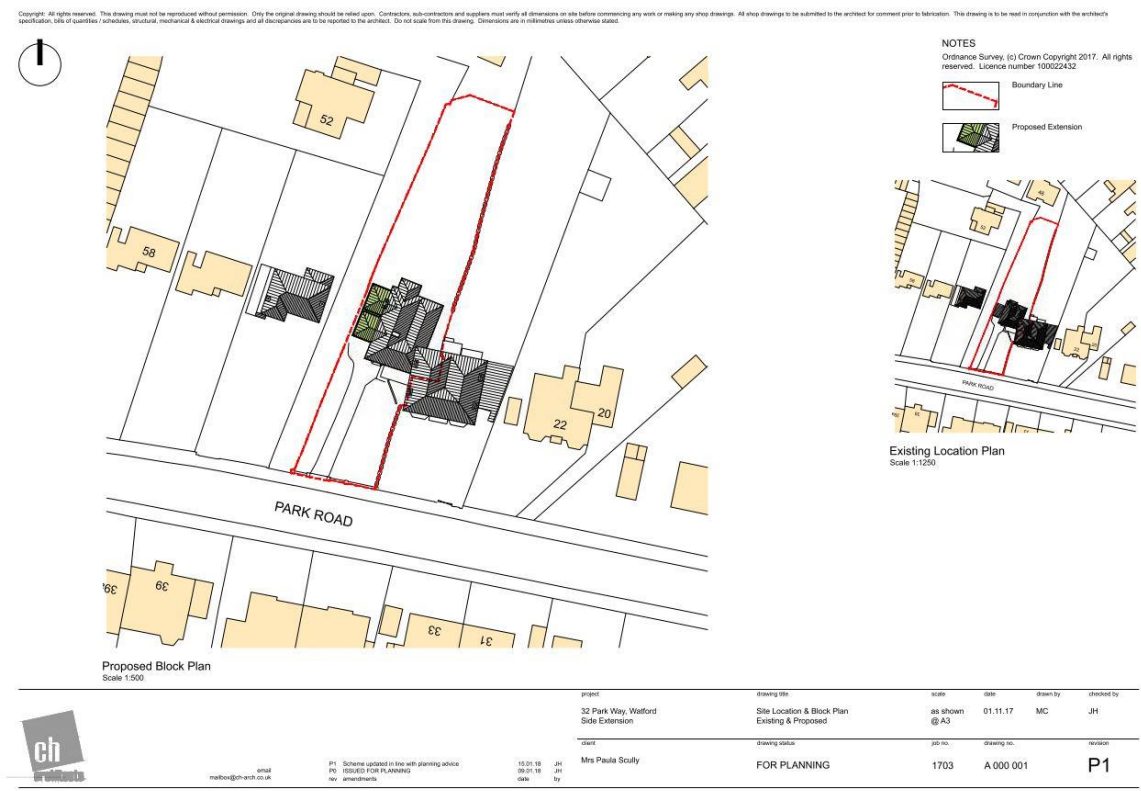
Case Officer: Paul Baxter

Email: paul.baxter@watford.gov.uk

Tel: 01923 278284



# 32 Park Road, Watford, WD17 1PW



Aerial views



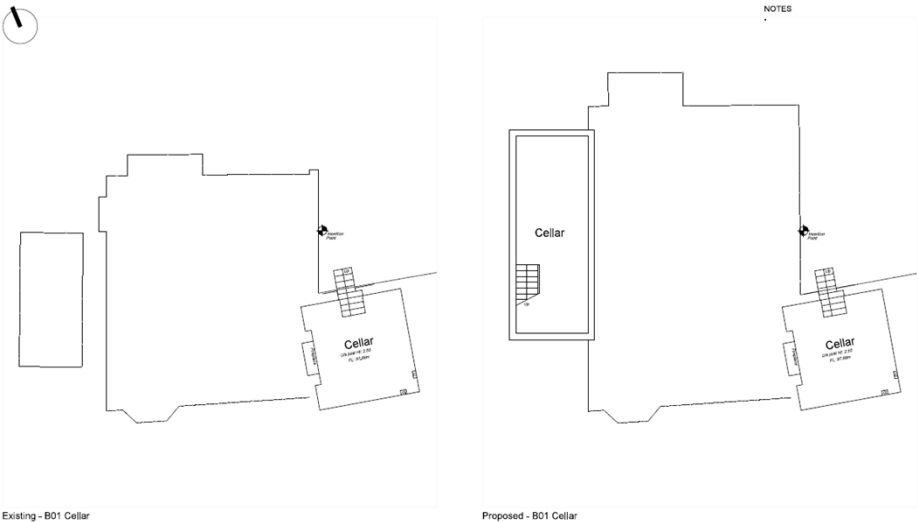
Front view (image from Google Maps)



Rear view (image from Google Maps)

Basement plan

Copyright: All rights reserved. This drawing must not be reproduced without permission. Only the original drawing should be relied upon. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. All shop drawings to be submitted to the architect for comment prior to fabrication. This drawing is to be used in conjunction with the architect's specifications. All dimensions are to be taken from the finished face of the work unless otherwise stated. Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.



project	drawing title	scale	date	drawn by	checked by
33 Park Way, Watford Site Extension	B01 - Cellar Floor Plan Existing & Proposed	1:100 @ A3	01.11.17	JH	MC
client	drawing status	job no.	drawing no.	revision	
Mrs Paula Stolly	FOR PLANNING	1703	A100 003	P0	

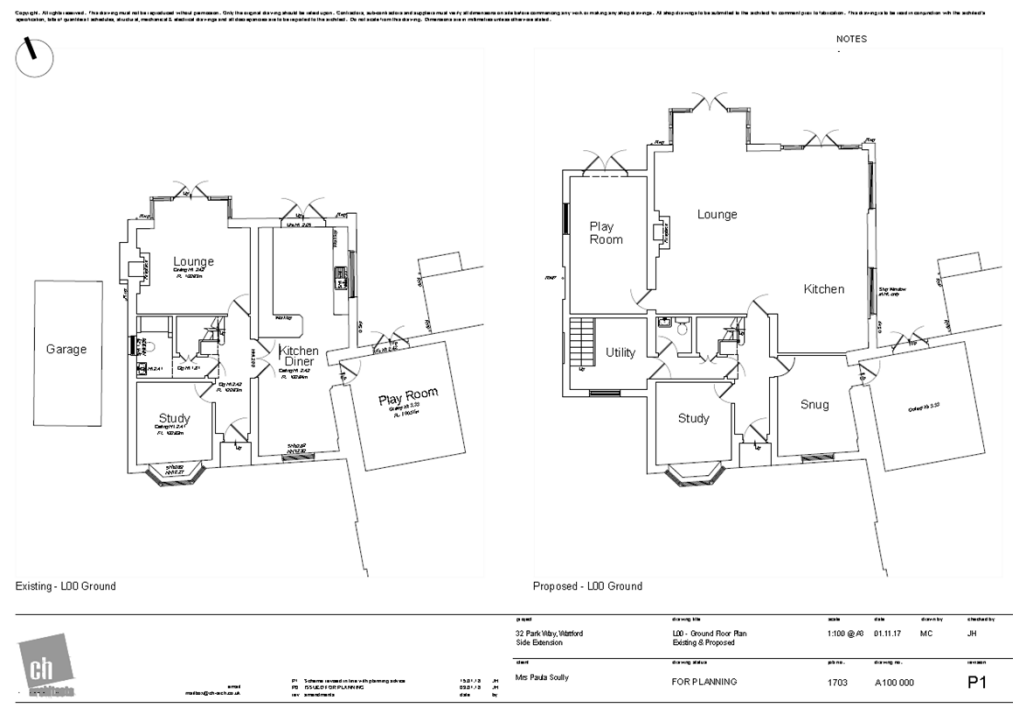


email  
info@charchitects.co.uk

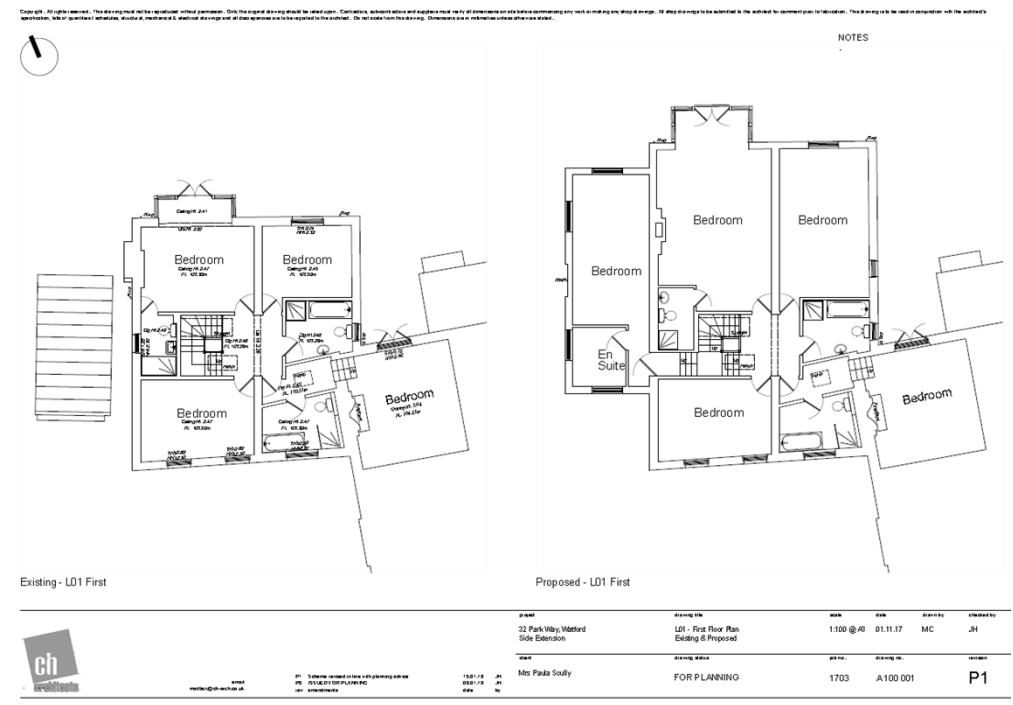
PO ISSUED FOR PLANNING  
see amendments

15/11/17  
JH

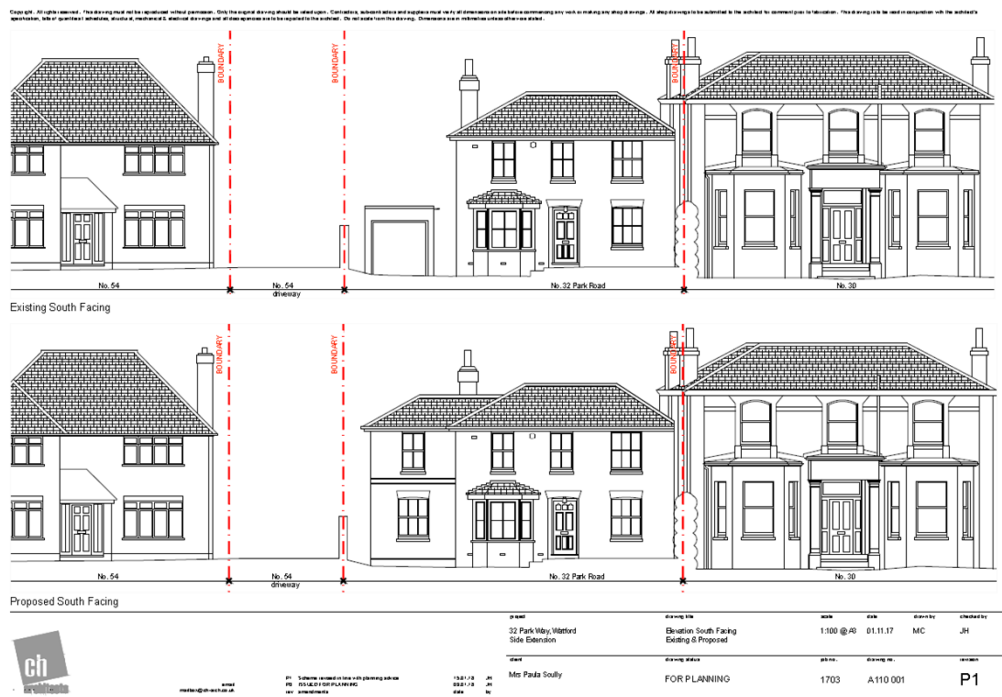
Ground floor plan



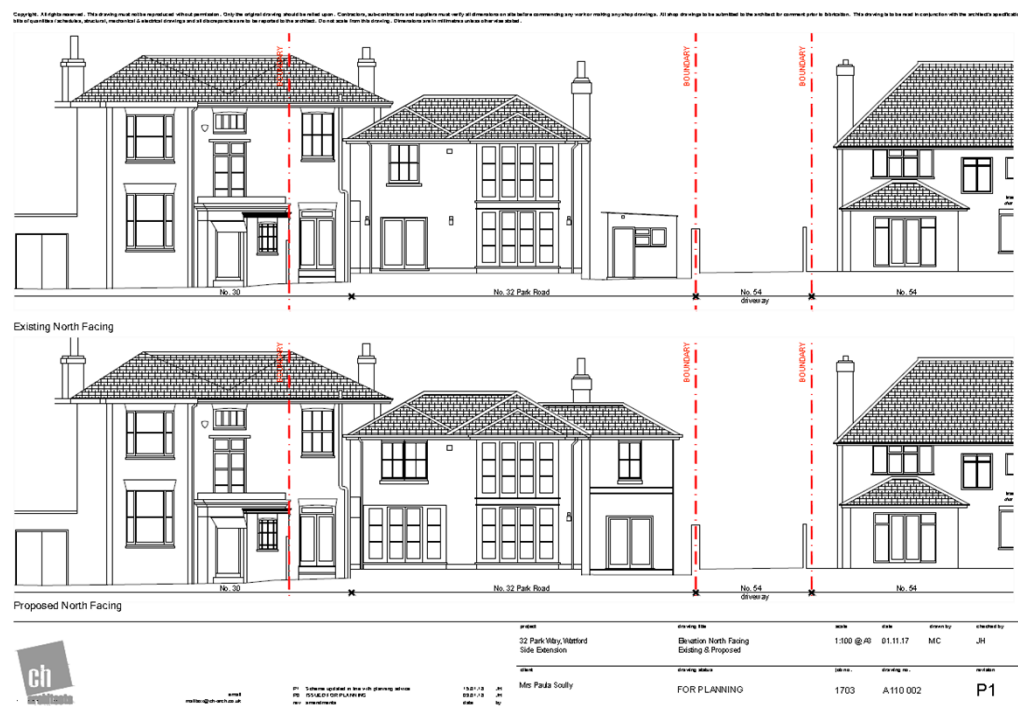
First floor plan



### Front elevation



## Rear elevation



West side elevation

Copyright: All rights reserved. This drawing must not be reproduced without permission. Only the original drawing should be used. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. All shop drawings to be submitted to the architect for comment prior to fabrication. This drawing is to be used in conjunction with the architect's specifications, bills of quantities, schedules, structural, mechanical & electrical drawings and all discrepancies are to be reported to the architect. Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

Existing West Facing

Proposed West Facing

project	32 Park Way, Watford Side Extension	drawing title	Elevation West Facing Existing & Proposed	scale	1:100 @ A0	date	01.11.17	drawn by	MC	checked by	JH
client	Mrs Paula Scully	drawing status	FOR PLANNING	job no.	1703	drawing no.	A 110 003	revision			
author	mcclurg@charchitect.co.uk	date	01/11/17	rev							
drawn	mcclurg@charchitect.co.uk	date	01/11/17	rev							
checked	mcclurg@charchitect.co.uk	date	01/11/17	rev							

East side elevation (facing no.30)

Copyright: All rights reserved. This drawing must not be reproduced without permission. Only the original drawing should be used. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. All shop drawings to be submitted to the architect for comment prior to fabrication. This drawing is to be used in conjunction with the architect's specifications, bills of quantities, schedules, structural, mechanical & electrical drawings and all discrepancies are to be reported to the architect. Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

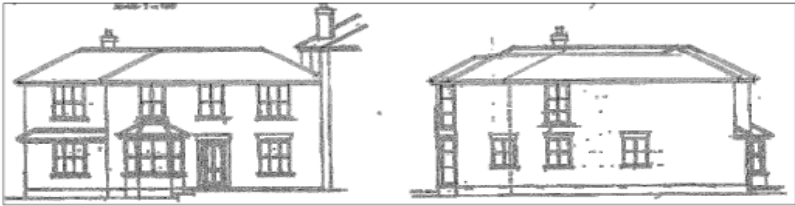
Existing East Facing

Proposed East Facing

project	32 Park Way, Watford Side Extension	drawing title	Elevation Section East Facing Existing & Proposed	scale	1:100 @ A3	date	01.11.17	drawn by	JH	checked by	MC
client	Mrs Paula Scully	drawing status	FOR PLANNING	job no.	1703	drawing no.	A 110 004	revision			
author	mcclurg@charchitect.co.uk	date	01/11/17	rev							
drawn	mcclurg@charchitect.co.uk	date	01/11/17	rev							
checked	mcclurg@charchitect.co.uk	date	01/11/17	rev							

Comparison drawings

32, Park Road



Refused front and side elevations



Proposed front elevation



Proposed side elevation

Street Montage

Copyright: All rights reserved. This drawing must not be reproduced without permission. Only the original drawing should be used. Contractors, subcontractors and suppliers must verify all dimensions of site before commencing any work or making any other drawings. All other drawings to be submitted to the architect for comment prior to fabrication. This drawing is to be used in conjunction with the architect's specifications, bills of quantities, schedules, structural, mechanical & electrical drawings and all other documents to be referred to by the architect. Do not scale from this drawing. Dimensions are in millimeters unless otherwise stated.

NOTES  
Orthographic Survey, © Crown Copyright 2017. All rights reserved. Licence number 100022623

View A

View B

View C

South Facing  
Scale 1:100

Location Plan  
Scale 1:1250

project	client	drawing title	scale	date	drawn by	checked by
32 Park Way, Walford Side Extension	Mrs Paula Scully	Street Scene Montage Proposed	as shown @ A3	08.11.17	MC	JH
drawn by	checked by	date	scale	drawn by	checked by	
1703	A.000.005	P1				

ch  
architectural

architect  
mca@mcarchitect.co.uk

notes  
1. All dimensions and elevations are in millimeters unless otherwise stated.  
2. All dimensions are to the center of the wall unless otherwise stated.  
3. All dimensions are to the center of the wall unless otherwise stated.

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>28 February 2018</b>
Site address:	<b>Grafton Optical, Crown House, The Crescent</b>
Reference Number:	<b>17/01281/FULM</b>
Description of Development:	<b>Demolition of existing warehouse/office/showroom building and erection of two buildings comprising 21 residential units, 2 parking spaces, bin and cycle stores and associated landscaping.</b>
Applicant:	<b>Standard Estates Limited</b>
Date Received:	<b>14<sup>th</sup> September 2017</b>
13 week date (major):	<b>14<sup>th</sup> December 2017 (extended by agreement to 2<sup>nd</sup> March 2018)</b>
Ward:	<b>Central</b>

## 1.0 Site and surroundings

- 1.1 The site is located on the northern side of The Crescent between Smith Street and High Street. It is L-shaped and has an area of 0.13 hectare. It has a frontage to The Crescent and also adjoins Crown Passage which links The Crescent to High Street. The site currently comprises a large, single storey industrial/warehouse building with a parking area to the front.
- 1.2 The site is within the High Street/King Street Conservation Area and also adjoins 2 listed buildings on High Street (nos. 156 and 158), 4 locally listed buildings on High Street (nos. 146, 146a, 148 and 150) and 2 locally listed buildings on Smith Street (nos. 11 and 12).

## 2.0 Proposed development

- 2.1 To demolish the existing building and erect 2 buildings to provide 21 residential flats comprising 5 studio flats, 13 x 1 bed flats and 3 x 2 bed flats. A 4 storey building (Block A) is sited towards the site frontage with The Crescent and comprises 15 flats with a 3 storey building (Block B) to the rear comprising 6 flats. A communal amenity area is provided between the two buildings. Two car parking spaces are provided.

- 2.2 The scheme as originally submitted proposed 22 flats but this was amended to address various concerns raised by officers relating to design, the distance between the proposed buildings, the size of the proposed flats and the loss of 2 trees.

### **3.0 Relevant planning history**

- 3.1 The existing building originally dates from the 1930s. Although the building has had new cladding to the elevations and new roofing, there is no other relevant planning history since this time.

### **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*

*Conservation Area Management Plan*

*High Street/King Street Conservation Area Character Appraisal (adopted June 2013)*

#### **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 86 properties in the surrounding area. Three letters of reply have been received. The objections that have been raised are summarised and considered in the table below.

Representations	Officer’s response
5 parking spaces inadequate for number of flats.	Parking has now been reduced to 2 spaces. See section 6.8 of the report.
Security to adjoining rear gardens.	The proposal is to retain the existing wall at a height of 3m.
Development overlooks rear gardens of Smith Street properties.	See section 6.7 of the report.
Height of new buildings will result in loss of daylight to Smith Street properties.	See section 6.7 of the report.
Proposal is too dominant for the site and will overshadow the listed One Bell public house.	See section 6.4 of the report.

## 5.2 **Statutory publicity**

The application was publicised by site notice posted on 29<sup>th</sup> September 2017 and by advertisement in the Watford Observer published on 29<sup>th</sup> September 2017. The site notice period and the newspaper advertisement period both expired on 20<sup>th</sup> October 2017.

## 5.3 **Technical consultations**

The following responses have been received from technical consultees:

### Hertfordshire County Council (Highway Authority)

No objection to the proposed scheme.

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

An acceptable surface water drainage scheme has been submitted. No objection to the proposed scheme.

### Thames Water

No objection to the proposed scheme.

### Housing

The scheme as originally submitted proposed 3 x 1 bed flats for shared ownership. These were not considered acceptable to meet urgent housing needs either in their size or proposed tenure. It was agreed that it would be more beneficial in this case to seek a commuted payment.

### Planning Policy

The Urban Design and Conservation Manager made detailed comments regarding the submitted scheme which was not considered to be of an acceptable design quality for the conservation area. Many of these comments have been taken into account in the amended scheme. Several suggestions have not been incorporated and reasons have been given for this, although these have not all been accepted by the Urban Design and Conservation Manager. The Urban Design and Conservation Manager still considers that improvements can be made to the scheme.

### Arboricultural Officer

It was noted that 2 substantial ash trees on the site were shown to be removed in the submitted scheme. In the amended scheme, these are shown to be retained.

### Environmental Health

No objection to the proposed scheme subject to appropriate conditions relating to

noise mitigation measures and land remediation. One of these measures is that the windows of the flats should be unopenable in order to adequately mitigate noise and odours from the adjoining commercial uses.

## **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) Impact on the conservation area and other heritage assets
- (d) Quality of residential accommodation
- (e) Affordable housing provision
- (f) Impacts on surrounding properties
- (g) Transport, servicing and parking

### **6.2 (a) Principle of the use**

The site has a history of employment use although is not allocated as an employment site, as it is an isolated site within a largely residential enclave to the rear of the High Street. The building is currently vacant and dates from the early 1950s. The previous occupier, Grafton Optical, has moved to more modern facilities. The existing building is no longer considered suitable for continued employment use in the medium to long term.

- 6.2.1 Policy HS1 of the Core Strategy sets out criteria for the consideration of windfall sites. The site is considered appropriate for residential use as it is brownfield land and in a highly accessible location within the town centre, which is well served by bus services and the nearby High Street Station. A wide range of shops, services and facilities are within walking distance of the site. The site is not at risk of flooding and has no biodiversity value. The residential use is also compatible with the surrounding residential uses. The principle of the loss of the employment use and redevelopment for residential use is therefore acceptable.

### **6.3 (b) Scale and design**

The existing building is an industrial warehouse that is of a different scale, design and appearance to the surrounding residential properties. It is essentially a large single storey building, incorporating some office floorspace within a mezzanine level, with a roof comprising 3 large pitched roofs with ridges running across the width of the building. The walls and roof comprise metal cladding and the building is typical of buildings seen within industrial areas. The building is set well back from the road frontage behind a tarmac car park, enclosed by a wall and railings. As such,

it presents a dead frontage to The Crescent and is not in keeping with the general character and appearance of the street or the wider conservation area.

- 6.3.1 The surrounding residential properties on Smith Street and The Crescent vary in their age, style and materials. The houses on Smith Street are typical Victorian terraces in a yellow stock brick, although several have been painted. Houses on The Crescent date from the 1920s and are finished in brown pebbledash render, although again several have been painted. The Mews adjoining the site is a small terrace of houses built in the 1960s in a dark red brick, replacing a Victorian terrace that previously occupied the site.
- 6.3.2 The proposed buildings are 4 storey to the front and 3 storey to the rear. Both are of a contemporary design and incorporate a flat roof with parapets. Each comprise a 3 storey building in brick, with a fenestration that gives a strong vertical rhythm which can be seen in the surrounding properties. The design does not seek to imitate any of the surrounding buildings, not least because of their varied styles and appearance, but is a contemporary insertion into the conservation area. The proposed main facing material is brick which is considered acceptable and appropriate. The front building also incorporates a fourth storey which is set back from the frontage and is proposed to be finished in a zinc cladding. This is a more modern material in this context but reflects the metal cladding of the existing industrial building. It will allow the top floor to be read as a lighter, subservient element.
- 6.3.3 The height of the parapet on each building is just slightly higher (approx. 1m) than the ridgeline of the existing industrial building and the adjoining houses. Although they will read as a different style of building compared to the surrounding houses, with a higher eaves level and no pitched roof, they still reflect the overall height of these houses. They also reflect the overall height of the industrial warehouse although as 2 buildings, will have a significantly reduced overall scale, mass and bulk.
- 6.3.4 The scale of the proposed building at 3 storeys is considered acceptable and appropriate for this site, having regard to the scale of the existing building on the site and the scale of surrounding buildings. Although the surrounding houses are 2 storey they all incorporate pitched roofs and the proposed buildings are very similar in height. The scale, design and materials is also considered to be a significant improvement over the existing large scale industrial building and its prominent car park on the street frontage.

- 6.4 (c) Impact on the conservation area and other heritage assets
  - i) High Street/King Street Conservation Area*

The conservation area is divided into 4 character areas. The site lies at the transition between the commercial High Street and the quieter residential area behind. The existing industrial warehouse building is not in keeping with the residential character area in its scale, appearance or use. The proposed residential use, the residential style of the buildings and the use of brick as the main material will not only complement the surrounding residential dwellings but enhance the character of this part of the conservation area. Furthermore, the siting of the proposed buildings will reflect the historic siting of 2 rows of residential terraces on the site up to the 1930s, with the front building also recreating much of the enclosure of The Crescent and Crown Passage that existed until this time. The dead frontage of the walled car park will be replaced with pedestrian entrances to the front building and the area of parking significantly reduced and sited to the side of the building.

6.4.1 One of the main views into and out of the conservation area along Crown Passage will be retained although it will appear more enclosed by virtue of the siting of the front building. Again, this reflects the historic context of Crown Passage and is not considered harmful. Overall, it is considered that the proposal, through the removal of the existing industrial warehouse and the proposed residential development will not cause harm and will afford a degree of enhancement to the character and appearance of the conservation area.

6.4.2 *ii) Listed and locally listed buildings*

There are a number of listed and locally listed buildings fronting the High Street. The most important in relation to the site is the small cluster of listed buildings around the High Street entrance of Crown Passage (nos. 156, 158 and 160). These are seen not only in their High Street context but their rear elevations and sequential extensions over several centuries can be seen from Crown Passage and The Crescent. Although the proposed development will have no direct impact on these buildings, it will be seen in the immediate setting of these buildings from The Crescent.

6.4.3 The site is at the transition between 2 character areas within the conservation area, the commercial High Street and the quieter residential area behind. At present, the siting of the building and the car park give a very open aspect and clear views of the rear of the listed buildings. Although the proposed front building will give much greater enclosure to the street on The Crescent, it will not obstruct views of the rear of the listed buildings or detract from their appreciation. It is also set away from the rear boundaries allowing the listed buildings to continue to be seen in their historic context as part of the original development of the town along High Street.

6.4.4 In conclusion, the proposed development will not cause harm to the significance of

the listed buildings.

6.5 (d) Quality of residential accommodation

All of the flats within both buildings are single aspect (with the exception of 1 dual aspect flat in Block A), facing either The Crescent (Block A) or the communal amenity area (Block A and B), and all accord with the internal floorareas of the Residential Design Guide. All of the flats have a good internal layout and will have good levels of outlook and natural light. Seven of the flats in Block A will have a north facing aspect (over the communal amenity area) and therefore will receive no direct sunlight into the rooms. This is often unavoidable in higher density urban schemes and is not considered to merit a refusal of permission in this case. Overall, the development will achieve acceptable levels of natural light.

6.5.1 In respect of privacy, the distance between the two buildings and their respective facing windows is 22m. This accords with the Residential Design Guide which states that a distance of 22m between facing windows is acceptable between new buildings within a development. The normal distance of 27.5m applies between new and existing buildings, principally to protect the existing level of privacy enjoyed by existing properties adjoining a new development. In this case, none of the habitable room windows in the development will face towards the properties in Smith Street to the west or High Street to the east.

6.5.2 The site adjoins the rear of the High Street commercial properties along its eastern boundary. One of these, 152-154, High Street, has several kitchen extract flues towards the rear of the site on the roof of the single storey rear extension. Other plant and equipment is also located on the rear extensions of other buildings along the eastern boundary of the site. The Environmental Health team have expressed concerns regarding potential nuisance from noise and odours to the proposed flats. As such, they have requested conditions to secure noise mitigation to the proposed flats (in accordance with the submitted noise report) and also that the windows of the flats be non-opening. Whilst this would ensure noise and odours would be mitigated, it is considered unreasonable to require the windows to the flats to be non-opening. This would effectively create sealed flats relying solely on mechanical ventilation which is not considered to provide an acceptable living environment. It is the opinion of your officers that future residents should have the option of opening their windows, which may be particularly desirable at times when there is no significant noise or odours from the adjoining uses. Conditions can be used to secure appropriate noise mitigation measures and mechanical ventilation.

6.6 (e) Affordable housing provision

Policy HS3 of the Core Strategy requires a 35% provision of affordable housing in all schemes of 10 units or more. In the case of the proposal, for 21 units, this would require the provision of 7 affordable units. This provision should have a tenure mix of 65% affordable rent, 20% social rent and 15% intermediate tenures. Only in exceptional circumstances will a lower level of provision be considered through submission of a development viability assessment.

6.6.1 A viability assessment has been submitted in this case and has been the subject of detailed review by consultants GL Hearn on behalf of the council. Negotiations have been undertaken over a period of several months. The applicant's submitted assessment proposed 3 one bed flats for shared ownership as the only viable affordable housing provision. The council's consultants considered that an additional commuted sum could also be provided. Following consultations with the Housing team, it was agreed that it would be more beneficial to provide a single commuted payment rather than the proposed 3 shared ownership flats which were not considered to meet urgent housing need in respect of their size or tenure. This approach was agreed with the applicant and a commuted payment of £260,928 has been agreed following a further viability review. Based upon the council's recently adopted Commuted Sums SPD the full commuted payment (equivalent to 35%) for the proposed development would be £839,481. The sum of £260,928 is therefore the equivalent of an 11% provision. This sum can be secured by a s.106 planning obligation.

6.6.2 Policy HS3 does not refer to financial payments in lieu of on-site provision, which is the preferred and most appropriate form of provision. However, in this case, it is considered that a financial payment would be the most appropriate option for meeting urgent housing need as it could be used by the council either through Hart Homes, its joint venture partnership with Watford Community Housing Trust, or to directly deliver its own affordable housing, of the size and tenure required. The majority of the units within the scheme (18) are studio and 1 bed flats whereas the council's greatest need is for 2 bed, 4 person units. For these reasons, a financial contribution is considered acceptable in this case, in accordance with the Commuted Sums SPD.

## 6.7 (f) Impacts on surrounding properties

### 6.7.1 *High Street properties (nos. 144-154, evens)*

The properties fronting High Street have narrow, long plots reflecting their medieval origins. All have commercial uses at ground floor and all have been extended to the rear in modern times, most of them at single storey level to the full depth of the plots. Some have residential uses at first floor level within the original buildings at the front of the plots. The existing industrial warehouse extends across the rear of all of these properties with the 3 gables of the pitched roof form facing

towards these properties. In the proposed development, only the rear building will sit to the rear of nos. 144-146a with the new amenity area sited to the rear of nos. 148-154. The proposed rear building will have no adverse impacts on these properties.

#### 6.7.2 *The Mews*

This is a short terrace of 4 houses unusually sited at right-angles to the site and the terraced housing in Smith Street. Their front elevations face the flank elevation of 6, Smith Street with their rear gardens facing The Crescent. The proposed front building has been designed to maintain a 45 degree angle of view from the front and rear facing windows in the nearest house, no.4. This accords with the guidelines in the Residential Design Guide and will ensure no adverse impact on outlook or natural light to this house. Privacy will be unaffected.

#### 6.7.3 *Smith Street properties (nos. 6-12, inclusive)*

These are 2 storey Victorian terraces with short rear gardens. The existing industrial warehouse extends across the rear of all of these properties with the 3 gables of the pitched roof form facing towards these properties. In the proposed development, only the rear building will sit to the rear of nos. 11 and 12 with the new amenity area sited to the rear of nos. 6-10. In respect of nos. 11 and 12, the flank elevation of the proposed building will have a greater mass than the gable roof form of the existing building but it is not considered this will give rise to any significant loss of outlook or natural light. Although some small secondary windows are shown in this elevation, they are to be obscured glazed to prevent overlooking and loss of privacy. This can be secured by condition. In respect of nos. 6-10, some oblique overlooking of the gardens will occur from the upper floor windows of the building. This additional impact (the industrial building has no windows on the flank elevation) it is not uncommon in urban areas and is not considered unduly harmful.

#### 6.8 (g) Transport, servicing and parking

The site is well located for access to public transport, being very close to High Street Station and the various bus services that serve the town centre. There is a wide range of shops and services within the town centre and the nearby Lower High Street. In this context, a higher density, largely car-free residential development is in accordance with national and local policy to encourage sustainable development. The proposal is therefore considered acceptable in principle. The relative lack of on-site parking will mean that the proposal will not add to existing traffic flows on the surrounding roads.

- 6.8.1 It is acknowledged that the surrounding residential roads experience high levels of parking congestion at all times. However, the site is within a controlled parking zone so the development can be excluded from the CPZ to prevent future residents



from entitlement to parking permits. This can be secured by a s.106 planning obligation.

- 6.8.2 The site layout incorporates a facility for service and delivery vehicles to access the site from The Crescent and service the development without parking on the highway. This is acceptable.
- 6.8.3 The scheme incorporates external cycle stores for 21 cycles. This is acceptable in principle subject to details of the proposed stores and racking system to ensure adequate space is provided.

## **7.0 Community Infrastructure Levy and 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**

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

The proposed development is one where affordable housing should be provided, in accordance with Policy HS3 of the Watford Local Plan Part 1 Core Strategy 2006-31. In this case, it has been agreed that a financial payment of £260,928 shall be made in lieu of on-site provision. It is also necessary that the development be excluded from the local controlled parking zone and that any required fire hydrants be provided to serve the development.

## **8.0 Conclusion**

- 8.1 The site comprises an out-dated industrial building that has now reached the end of its useful life and is vacant. It is located in a highly accessible location in the town centre and close to High Street Station with a wide range of shops and services

nearby. The existing building detracts from the streetscene and from the conservation area and is not compatible with the surrounding residential uses. The development of the site for residential use is therefore acceptable in principle.

- 8.2 The proposed design is contemporary with brick as the main facing material. It is considered that the proposed buildings are an appropriate response for this site and will enhance both the streetscene and wider conservation area. The buildings will provide good levels of accommodation for future occupiers and will have no significant adverse impacts on adjoining properties. The development is virtually car-free which is acceptable in this highly accessible location.
- 

## **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 a financial payment of £260,928 towards the provision of affordable housing in the Borough of Watford.
- ii) To secure a financial payment to the council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being 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:-

GOW/17/PL01B, PL02B

GOW/17/2/PL/L10A, L11A, L15A

GOW/17/PL/2/L20A, L21, L22, L23, L25A, L26, L27, L28

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 JNP Group dated (ref. M42180/RE001/Rev A), 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 shall commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and
  - i) The programme and methodology of site investigation and recording;
  - ii) The programme and methodology of site investigation and recording as suggested by the archaeological evaluation;
  - iii) The programme for post investigation assessment;
  - iv) Provision to be made for analysis of the site investigation and

- recording;
- v) Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- vi) Provision to be made for archive deposition of the analysis and records of the site investigation;
- vii) Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

The development shall only be carried out in accordance with the programme of archaeological works set out in the approved Written Scheme of Investigation.

Reason: This is a pre-commencement condition to ensure that any archaeological remains are properly recorded, in accordance with Policy UD2 of the Watford Local Plan Core Strategy 2006-31. This needs to take place before development commences in order to ensure any remains present are not damaged or destroyed before they are recorded.

7. No demolition of the existing buildings shall commence until details of the boundary walls to be retained and/or rebuilt, including their height, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure an acceptable relationship with the adjoining properties.

8. The development permitted by this planning permission shall be carried out in accordance with the approved Drainage Strategy (ref. 170964/DS/TS/RS/01) by Lanmor Consulting and the following mitigation measures:

- i) Implement appropriate drainage strategy based on attenuation and discharge into Thames Surface water sewer.
- ii) Limiting the surface water run-off to a maximum of 5l/s generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
- iii) Providing a minimum of 70.22m<sup>3</sup> (or such storage volume agreed with the LLFA) of total storage volume 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.

- iv) Implement drainage strategy as indicated on the proposed drainage strategy drawing 170964/DS/01 utilising permeable paving AND attenuation basin.

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.

- 9. No development (excluding demolition works) shall take place until the final design of the drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
  - i) Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations.
  - ii) Final design should incorporate silt traps and appropriate pollution prevention methods to ensure surface water run-off from the proposed car parking and roads can be treated in a sustainable manner and reduce the requirement for maintenance of underground features.

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

- 10. No development (excluding demolition works) shall commence until a noise mitigation scheme for each of the residential dwellings, based upon the recommendations of the Environmental Noise Survey by AIRO (Report No. DLW/7120 dated 23<sup>rd</sup> October 2017), 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. An updated noise assessment shall be submitted to demonstrate that the proposed measures achieve the required internal noise levels. 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.

11. No development (excluding demolition works) shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings 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. Noise from the external plant associated with this system, when combined with any building services plant, must not exceed limit of 39dB(A) during the daytime and 27dB(a) night time, one metre from the nearest residential façades. In addition, when in operation, the sound pressure level within each flat shall not exceed the internal noise levels contained in BS8233:2014 1 metre from any associated inlet or outlet. 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.

12. 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) 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.

13. No dwelling shall be occupied until a detailed soft landscaping scheme for all the land within the site has been submitted to and approved in writing by the Local Planning Authority. This shall include new tree and shrub planting to replace trees to be lost. 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.

14. No dwelling shall be occupied until a detailed hard landscaping scheme for all the land within the site 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.

15. No dwelling shall be occupied until details of the design and materials of the external bin store and cycle stores to serve the dwellings, as shown on the approved drawings, have been submitted to and approved in writing by the Local Planning Authority and have been constructed in accordance with the approved details. 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.

16. No dwelling shall be occupied until the following works have been completed in full:
- i) the existing vehicular crossover on The Crescent at the western end of the site frontage has been removed, the footpath has been reinstated and the controlled parking zone bay has been extended to incorporate this part of the highway.
  - ii) the existing vehicular crossover on The Crescent at the eastern end of the site frontage has been improved and the controlled parking zone bay has been modified and any necessary additional yellow lines have been installed.
  - iii) the existing lamppost and parking payment meter adjacent to the existing vehicular crossover on The Crescent at the eastern end of the site frontage have been relocated.



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

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

18. For the avoidance of doubt, no communications development permitted by Class B or Class C of Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 shall be undertaken on the building.

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

19. All windows at first floor, second floor and third floor level in the east and west facing flank elevations of both blocks shall be non-opening and fitted with obscured glass at all times.

Reason: To prevent overlooking at a loss of privacy to the adjoining properties.

### Informatives

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

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

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

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

Further details for both the applicant and those potentially affected by construction noise can be found on the council's website at:  
[https://www.watford.gov.uk/info/20010/your\\_environment/188/neighbour\\_complaints\\_%E2%80%93\\_construction\\_noise](https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise).

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

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

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

3. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure a financial payment towards the provision of affordable housing in the Borough.
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

GOW/17/LP01

21214 & 21215 Rev.1 (MK Surveys)

L[---]002, L[---]003 (Triggs Associates)

GOW/17/PL01B, PL02B

GOW/17/2/PL/L10A, L11A, L15A

GOW/17/PL/2/L20A, L21, L22, L23, L25A, L26, L27, L28

---

Case Officer: Paul Baxter

Email: paul.baxter@watford.gov.uk

Tel: 01923 278284

# Grafton Optical Ltd, Crown House, The Crescent, Watford, WD18 0QW.



## Notes

Figured dimensions to be used in preference to scale.  
The Contractor is to check all site dimensions and alignments and obtain the Architect's instructions in respect of any discrepancy revealed before work is put in hand.  
Discrepancy or illustration of preliminary systems or products is not to be taken as licence in respect of patents or copyright structural or aesthetic design. All rights in drawing and design are reserved to the Architect.  
Copyright, not to be reproduced without the Architect's permission.  
Subject to survey.



Site Area 1298m<sup>2</sup>

TOWN PLANNING  
DEVELOPMENT CONTROL

11 SEP 2017

17/01281/KLM

WATFORD COUNCIL

Rev. Issue Details  
Project  
Grafton Optical  
The Crescent  
Watford  
Comment  
Location Plan

Scale  
1:1250@A4  
North  
Date  
MAY16  
Drawn  
TH

GOW/17/LP01

**W** Wakelin Associates  
Architects

The Old School House Bridge Road Hemmets Bridge  
Kings Langley Hertfordshire WD18 3BQ  
T: 01923 267488/9  
E: wakelin-architects@wakelin.co.uk

© Wakelin Associates 2017

© Crown Copyright 2017

Reproduction in whole or in part is prohibited without the permission of Ordnance Survey.

Ordnance Survey Licence No. 100006442

## Aerial views

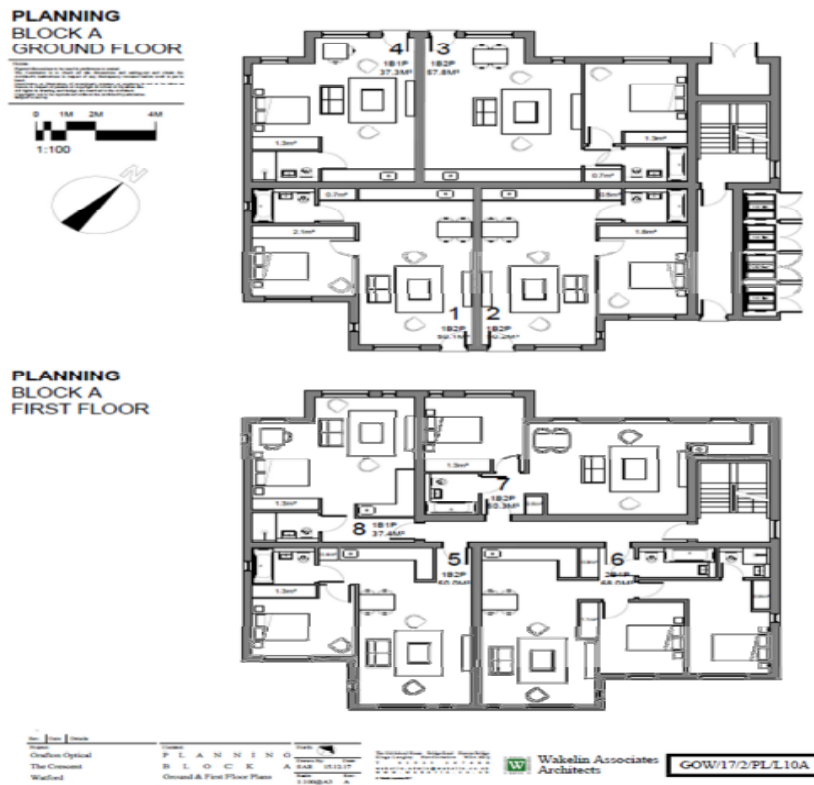


Images from Google Maps

## Site layout



### 3 - Block A - Ground and first floor plans



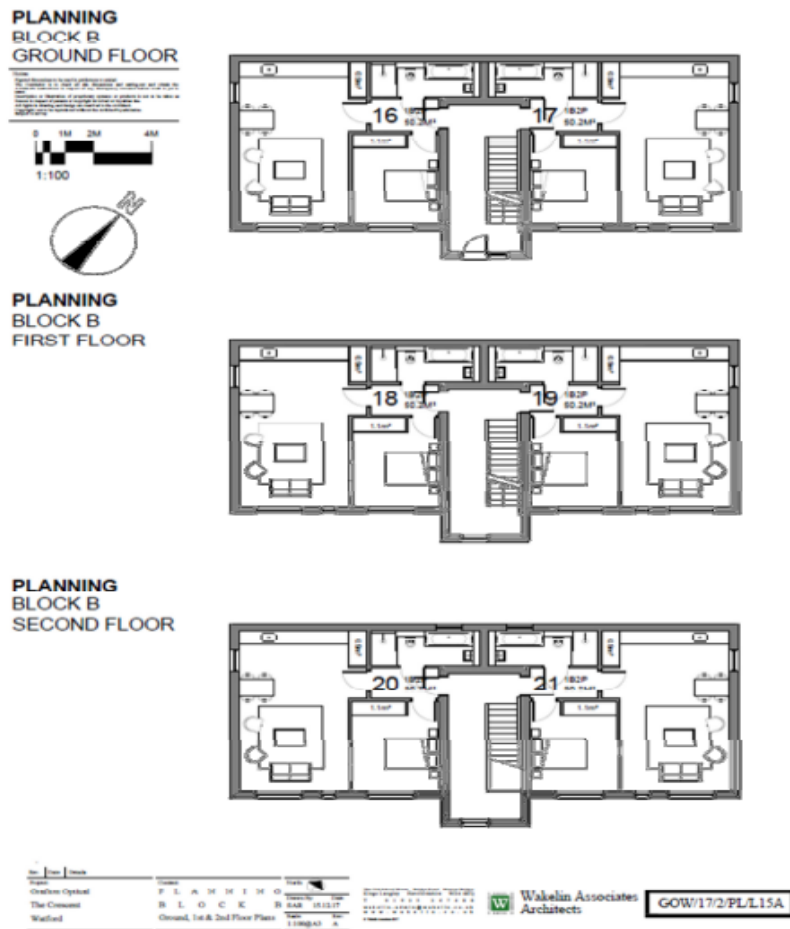
### 4 - Block A - Second and third floor plans



v



## 5 - Block B - Floor plans



6 - Block A - Front elevation (The Crescent)



7 - Block A - Side elevation (facing High Street)



## 8 - Elevations in context





## 9 – Visuals

### PLANNING VISUAL 1



### PLANNING VISUAL 2



Rev	Desc	Revised
1	Initial Design	10/1/18
2	Revised Design	10/1/18
3	Final Design	10/1/18

The Old School House - Bridge Road - Boston Design  
 Bridge Road - Boston Design  
 T O I N S D A N T A R R  
 WAKELIN ASSOCIATES  
 W W W . W A K E L I N . C O . U K



Wakelin Associates  
 Architects

GOW/18/PL/2/V10

## Agenda Item 7

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>28<sup>th</sup> February 2018</b>
Site address:	<b>85 Chalk Hill Watford WD19 4BT</b>
Reference Number:	<b>17/00862/FULM</b>
Description of Development:	<b>Demolition of existing disused bank building and replacement with new residential development which includes 11 new dwellings - 9 x apartments, 1 x duplex apartment, and 1 x 2-storey house, with associated gardens and car parking. (Amended plans to provide an additional flat at third floor in order to facilitate the provision affordable housing)</b>
Applicant:	<b>Pinnacle UK Investments Ltd</b>
Date Received:	<b>4<sup>th</sup> July 2017</b>
Statutory Target Date (agreed extension)	<b>2<sup>nd</sup> March 2018</b>
Ward:	<b>Oxhey</b>

### 1.0 Site and Surroundings

- 1.1 No. 85 Chalk Hill is a vacant bank which is located on the corner of Haydon Road and Chalk Hill. The building is of two storeys and is fairly utilitarian in appearance. The external walls are finished in brickwork and the building is designed with a flat roof.
- 1.2 The adjoining property at No. 83 consists of a shop at ground floor and a flat at first floor. No. 81 consists of a ground floor take-away and flats at the rear of the ground floor and at first floor. The properties are not located within a designated retail frontage, however No. 83 has been identified in Appendix 3 of the Watford District Plan 2000 as an isolated shop to be protected. The vacant bank at No. 85 is not the subject of any designations in the Development Plan.
- 1.3 The application site is served by a vehicular crossover on to Haydon Road, which provides access to a parking area. The access also services the flats and commercial units at Nos. 81 – 83 Chalk Hill.

- 1.4 Haydon Road predominantly consists of two storey Victorian terraced houses. The adjacent property at No. 4 Haydon Road consists of a commercial unit at ground floor. Haydon Road is an un-classified road and there is high demand for on-street parking due to the lack of on-site parking spaces. The area is not within a Controlled Parking Zone.
- 1.5 The application site includes an alleyway that serves the rear gardens of Nos. 4 – 16 Haydon Road. A number of trees have become established in the alleyway which has made it impassable. It was evident at the site visit that the bins of Nos. 6 – 16 are being stored in the small front gardens.
- 1.6 The houses to the south-west of the application site in King Edward Road are sited at a higher level than the application site.
- 1.7 The application site is in a sustainable location because it is approximately 270m from the designated Local Shopping Frontage in Chalk Hill and a walking distance of approximately 450m from Bushey train station.
- 1.8 Chalk Hill is categorised as a Class A Main Distributor Road in Hertfordshire County Council's Hierarchy of Roads.
- 1.9 No. 85 Chalk Hill is not listed or located in a designated conservation area. The nearby Bushey and Oxhey Methodist Church is a designated Locally Listed Building.

## **2.0 Proposed Development**

- 2.1 The application proposes the demolition of the existing disused bank building and replacement with a new residential development which includes 11 new dwellings (2no. 1-bed flats; 7no. 2-bed flats, 1no. duplex 3-bed flat and 1no. 3-bed house) with associated gardens and car parking. The application originally proposed 10 dwellings, however this was increased to 11 units to facilitate the delivery of 3no. 3-bed affordable rented houses at 17 – 19 St Johns Road (ref: 17/01619/FUL). This change has resulted in the width and depth of the third floor being increased slightly, however it would remain set back from all external walls. The amended plans also improve the external elevations in response to consultation comments made by the Design & Conservation team.
- 2.2 The proposed 2-storey house would be positioned adjacent to No. 4 Haydon Road and is of a fairly traditional style. The main building on the corner of Haydon Road and Chalk Hill would contain the proposed flats. It is contemporary in design and predominantly consists of 3 storeys with a recessed fourth storey. A vehicular access would be retained between the proposed house and block of flats, which would provide access to a car park. The car park would provide 8 on-site parking

spaces for the proposed dwellings.

- 2.3 A communal garden area would be provided to the rear of the building, as well as a roof garden for Unit 5 (3-bed duplex flat) on the second floor and a roof garden for Unit 10 on the third floor. The proposed house would also have a small rear garden. Refuse storage would be provided to the rear of the building adjacent to the car park.
- 2.4 The application follows a previous refused application (ref: 16/01633/FUL). In comparison to the previous refusal, the nursery has been removed from the scheme and replaced by residential accommodation. Significant changes to the layout have been made to address the concerns raised in the previous application. The design approach has moved to a more contemporary style.

### **3.0 Relevant Planning History**

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

16/01633/FUL - Demolition of existing building (Class A2) and erection of nine residential units (Class C3) and nursery (Class D1). The application was refused planning permission under delegated powers in January 2017 for 5 reasons.

The reasons for refusal are summarised below:

- The building was designed with a pitched roof, including a number of large dormers, and it was considered that it would not achieve a high standard of design and appearance and would have an uncomfortable relationship with the adjoining properties in Haydon Road and Chalk Hill.
- The layout of the development would not provide an acceptable standard of amenity for future occupants due to sub-standard internal floor areas and lack of storage for some flats, poor outlook from some habitable windows, uninviting access to some flats, and inconvenient waste collection arrangements.
- Loss of light and outlook to the habitable rooms of the upper floor flat at No. 83 Chalk Hill due to the close proximity of the side gable of the proposed building to the neighbouring windows.
- Unsatisfactory access and parking arrangement for the proposed nursery. The site is in a sustainable location, however the application failed to demonstrate that the nursery would not cause parking problems in the surrounding area.
- Inappropriate location of bin and cycle storage. External buggy parking area would not be secure and would appear unsightly in the street scene.

## **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*

### **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 8 Promoting healthy communities

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

Section 11 Conserving and enhancing the natural environment

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 properties in Haydon Road, Brick Kiln Close, Chalk Hill and King Edward Road on 12<sup>th</sup> July 2017. Following the submission of amended plans to make minor internal and external changes and the creation of an additional flat, neighbouring properties were re-consulted on 9<sup>th</sup> January 2018.

43 letters of objection and 1 letter of support were received.

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

Representations	Officer’s response
<p>The development is too big and too dense for this small area.</p> <p>It is not in keeping with the period properties that surround the site. It is an ugly looking modern style development.</p> <p>The height is too tall. 4 storeys is too high for the position. 2 storeys should be the limit.</p>	<p>This is considered in paragraph 6.10 of the report.</p>
<p>Lack of parking. Less than 1 space per dwelling is unacceptable.</p> <p>Haydon Road has become a parking nightmare due to commuters using Bushey station using it as an all-day</p>	<p>The application site is located is a sustainable location close to a Local Shopping Frontage in Chalk Hill and public transport facilities including bus stops and Bushey train station. As such, it is considered that 8no. on-site</p>

<p>car park. We have people turning up at 6am and not returning until 7pm, along with staff from the Skoda garage, the daily school drops and pickups which can bring 20 plus cars into road.</p> <p>The old bank car park is currently being used as a free car park by many commuters when this goes 12 + cars will be looking at taking up resident spaces.</p>	<p>parking spaces is sufficient in this location.</p> <p>The existing bank car park is private land and is not a public car park. The proposal would not displace parking into the road because commuters have no right to park at the site.</p>
<p>More traffic congestion.</p>	<p>The Highway Authority has raised no objections with regard to the impact of the development on the capacity of the local highway network.</p>
<p>Is the vehicular access wide enough for delivery vans to the shops plus refuse vehicles?</p>	<p>The vehicular access would be 4.8m wide, which accords with the Hertfordshire County Council's 'Roads in Hertfordshire: Highway Design Guide 3<sup>rd</sup> Edition'.</p> <p>Refuse vehicles would need to service the dwellings from Haydon Road, which is the situation that exists for the existing properties in Haydon Road and is therefore acceptable.</p> <p>In comparison to the existing car park, the proposed car park layout would not reduce vehicle manoeuvring space within the site. Furthermore, deliveries to the shops could be made from Chalk Hill or Haydon Road because there are no kerb markings or signs that restrict deliveries. Loading and unloading on double yellow lines is permitted providing there are no kerb markings or signs.</p>

Increased noise levels.	The proposed residential use would not cause a material increase in noise and disturbance.
Disruption during construction work.	This is not a material planning consideration. There are controls outside the planning system including the Environmental Protection Act and the Highways Act.
Loss of light to neighbouring properties.	This is considered in the report.
Increase in overlooking.	
There should be enough space for the bins of the shop at No. 83 Chalk Hill.	The car park layout would not affect bin storage provision for the shop.
Access to the back of the shop needs to remain available.	The car park layout would not restrict access to the shop.
The flat above the shop needs access through the back.	The car park layout would not restrict access to the first floor flat.
The shop needs 2 parking spaces.	This is a civil matter. The Title Register and Title Plan for 85 Chalk Hill shows that Nos. 81 and 83 have a right of way across the car park but no parking rights in the application site.
The development will block views of our store. We cannot afford for our store being hidden making it more difficult for our customers to see thus decreasing sales.	The proposed building would be level with the shop at No. 83 and would not obscure its visibility.
There is a basement below the shop, therefore the architect/builders need to take that into account before they begin working on the foundations.	This is a matter for building regulations and is not a material planning consideration.
The layout of the proposed development would fail to provide an acceptable standard of amenity for future occupiers of the flats.	This is considered in the report.



Loss of light and outlook to the upper floor flat at No. 83 Chalk Hill.	This is considered in the report.
Impact on local infrastructure.	The impact on infrastructure is mitigated through the Community Infrastructure Levy.
The development appears to be building on the right of access pathway to which Nos. 4-14 Haydon Road enjoy benefit. The side passageway has been overgrown ever since we moved into the property (July 2014) but workman we have employed have needed and gained access to our garden by the rear passageway via the car park. We do not want to lose our right of way to access the passageway at the rear of our property.	<p>The application site includes an alleyway that serves the rear gardens of Nos. 4 – 16 Haydon Road. A number of trees have become established in the alleyway which has made it impassable. It was evident at the site visit that the bins of Nos. 6 – 16 are being stored in the small front gardens, therefore the proposed development would have no impact on existing waste storage arrangements.</p> <p>The proposed development would not affect access to the rear alleyway through the car park.</p>

One letter of support was received, which stated:

*“We need more homes for the young people of the local area”.*

### 5.3 Statutory publicity

A notice was published in the Watford Observer on 21 July 2017.

A notice was posted outside the application site on 22 August 2017.

### 5.4 Technical consultations

The following responses have been received from technical consultees:

Hertfordshire County Council (Highway Authority)

No objection subject to conditions.

Hertfordshire County Council (Lead Local Flood Authority)

No objection subject to conditions.

Hertfordshire County Council (Development Services)

No comments.

Hertfordshire Constabulary Crime Prevention Design Service

No objection. Content that security has been considered in the Design and Access Statement 3.7, and welcome the applicant's decision to include the principles of Secured By Design.

Environmental Services

Bin allocation is correct at 1 x 1100 bin for refuse, 1 x 1100 bin for recycling and 2 x 240 bins for greenwaste. It is unclear from the plans if the bin store is enclosed and if so how we would access the bins. If we are required to pull the bins out, the floor surface to the proposed roadway needs to be smooth and not gravelled.

Environmental Heath

No objection subject to conditions.

Environment Agency

No response.

Thames Water

No response.

Design & Conservation

The original consultation response stated that a contemporary design approach is acceptable. Some minor changes to the design and layout were suggested, which have been incorporated to the revised plans.

Design & Conservation's comments on the revised scheme are shown below:

This is a further revision of a scheme which was commented on in August 2017. The main change is that an additional unit has been added to the second floor. Other changes have been made in response to the comments made in August and some additional information provided regarding materials and one detail.

Previous comments:

The applicant has followed the suggestions made in respect of the layout of the scheme and added direct access from the street to all ground floor units; this is welcomed. The routes to the doors could be treated in a different material to differentiate the access from the rest of the small amenity area. I think the entrance to the core for units 6-11 should be emphasised with some kind of sign or a slightly larger door as for the other flat entrance for unit and the rear amenity area.

The rear elevation has improved: better alignment of the fenestration and deeper reveals are shown; the addition of the Juliet balconies helps as well. I think subject to agreeing the material samples and the details this is now acceptable.

Whilst the applicant has provided some information relating to materials it is still quite limited and I am not clear what will be used for the roof section. The copper panels referred to on the drawing look to be of suitable quality but will still need to be signed off and there is the issue of colour. It will not be acceptable for this material to be downgraded to a cheaper copper colour panel! I have concerns regarding the cost of this material and the extent to which it is used on this scheme.

Details will be needed as well including the window reveals, door reveals, eaves details, balcony details, the terrace and roof garden areas; the dormer window; the projecting elements with the copper panelling and the roof section. A landscape scheme will be needed as well.

Additional unit:

The additional unit for the roof section will result in a reduced set back for this section from the main building when viewed from the front and rear elevations. I am satisfied that this would not cause harm and would not result in an overly dominant top floor. The rear elevation for this section works better with this arrangement than the previous design commented on.

The detail provided for the point where the new build will connect to the adjoining building needs further work – I think there may be issues with this going forwards (maybe discuss with building control?).

In conclusion, there are still a few issues which need resolving but these could be done by condition at this stage.

### Arboricultural Officer

No response. Comments received for the previous application are as follows:

*“The proposals indicate the loss of eight trees plus one elderberry. All but one of these, an ash located on the east boundary, are of poor quality being self-set unmanaged specimens growing very close to the neighbouring building. Their retention would not be desirable in the long term due to the proximity to the building and potential for further growth and their removal should not be a reason for removal. The ash tree on the east boundary could and should be retained”.*

### Hertsmere Borough Council (nearby Borough boundary)

No response.

## **6.0 Appraisal**

### **6.1 Main issues**

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

- (a) Principle of land use
- (b) Housing
- (c) Impact on the character and appearance of the area
- (d) Quality of the new accommodation provided
- (e) Impact on amenity of adjoining residential properties
- (f) Access, servicing and parking
- (g) Sustainable surface water drainage

### **6.2 (a) Principle of land use**

Loss of bank (Use Class A2):

The bank is currently vacant. The application site is not located in a designated shopping frontage and the bank is not protected by any Development Plan policies, therefore the loss of the bank is acceptable.

### **6.3 Residential use:**

The application site is located in a Primarily Residential Area, as shown on the Proposals Map of the Watford District Plan 2000. It is previously developed land, therefore redevelopment to provide residential accommodation is acceptable in principle.

### **6.4 (b) Housing**

Policy HS2 states that medium density developments such as flats and houses may be appropriate close to neighbourhood centres where they are well served by

transport links. The application site is located in a sustainable location close to a Local Shopping Frontage in Chalk Hill and public transport facilities including bus stops and Bushey train station. As such, the proposed development consisting of flats and a house is considered to be acceptable in this location.

- 6.5 The proposed development is on previously developed land; close to a neighbourhood centre; and close to public transport facilities, therefore the proposal is consistent with Policies HS1 and HS2 of the CS and the core planning principles in paragraph 17 of the NPPF. The proposal would contribute towards meeting the Borough's housing target, which should be afforded weight in consideration of the application.
- 6.6 The proposed housing mix consisting of 2no. 1-bed units, 7no. 2-bed units and 2no. 3-bed units is considered to be acceptable.
- 6.7 The applicant has offered 3no. 3-bed affordable rented houses, which would be provided as part of the development at 17-19 St Johns Road (ref: 17/01619/FUL). Affordable units are not suitable as part of the development proposed at 85 Chalk Hill due to the management requirements of registered social landlords. The delivery of affordable units at a separate site in the Borough under the ownership of the applicant is considered preferable to a financial contribution towards affordable housing. As a percentage of habitable rooms, the proposed affordable housing would be 40% of the proposed development which is acceptable. The affordable housing units to be provided at 17-19 St Johns Road shall be secured through a Section 106 Agreement.
- 6.8 (c) Impact on the character and appearance of the area  
Paragraph 17 of the National Planning Policy Framework details a set of core planning principles that should underpin decision-taking. It states, among other things, that planning decisions should always seek to secure high quality design. Paragraph 56 highlights that good design is a key aspect of sustainable development. Policy UD1 of the Watford Local Plan 2006-31 states, among other things, that new development should respect and enhance the local character of the area in which it is located.
- 6.9 Paragraph 60 of the NPPF states that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles, however it is proper to seek to promote or reinforce local distinctiveness.
- 6.10 A contemporary design approach has been adopted for the block of flats. The

elevations are well articulated and the building has appropriate massing. It would be taller than the adjacent properties, which is acceptable given the corner location of the site. The proposed two storey house would provide an appropriate transition to the 2 storey houses in Haydon Road. The recessed third floor and the use of contrasting materials would reduce the bulk and dominance of the building. The building would provide more visual interest than the rather bland elevations proposed in the previous application and the design is considered to enhance the character and appearance of the area. The use of appropriate materials is key to ensuring a high quality appearance and a condition should be attached to any grant of planning permission to require details and samples of materials to be submitted to the Local Planning Authority for approval. The provision of window reveals is particularly important to provide definition and articulation to the elevations.

6.11 (d) Quality of the new accommodation provided

The floor areas and room sizes of the proposed dwellings accord with the minimum space standards in paragraphs 7.3.6 – 7.3.8 of the RDG. Furthermore, all of the dwellings would be dual-aspect and the main living areas would benefit from sufficient natural lighting and outlook.

6.12 The neighbouring shop at No. 83 has nearby air conditioning plant, however the submitted Noise Impact Assessment shows that attenuation measures could be put in place to ensure that an acceptable internal noise level would be provided.

6.13 A communal garden would be provided to the rear of the building. In addition to this, Units 2, 3, and 4 would have their own outdoor amenity areas at ground floor and Units 5 and 10 would have roof gardens on the second and third floors respectively. The site is also less than 200m from designated Open Space to the south of Haydon Road.

6.14 The proposed dwellings would be accessed directly from the street frontage and external storage facilities are appropriately located. Taking the above into account, it is considered that the layout would provide an acceptable standard of amenity for future occupiers.

6.15 (e) Impact on amenity of adjoining residential properties

The upper floor flat at No. 83 Chalk Hill has a number of habitable windows in the side elevation of the building which face the application site. These include a circular first floor bedroom window, a dormer window serving a bedroom to the rear and a roof-light serving a bedroom to the front. The previous application (ref: 16/01633/FUL) was refused, among other reasons, because it would cause a loss of light and outlook to the neighbouring habitable rooms. In the case of the current application, the building has been designed so it steps down in height adjacent to

the windows of the neighbouring property and therefore would not cause a significant loss of light or outlook.

6.16 The proposed development would not cause a significant loss of light, outlook or privacy to other neighbouring properties due to the distances that would be maintained to windows and main outdoor amenity areas. The proposal would cause some overlooking of neighbouring gardens in King Edward Road and Haydon Road, however this is a high density urban area where some overlooking of gardens is to be expected. The proposed development would not infringe the 27.5m 'privacy arc' from the habitable rear windows in King Edward Road and therefore would not cause a loss of privacy to neighbouring habitable rooms.

6.17 (f) Access, servicing and parking

The Highway Authority has raised no objection in respect of the impact on the local highway network or highway safety.

6.18 The proposed parking bays accord with the 2.4m x 4.8m minimum size standard and a gap of 6m would be retained between the rows of parking bays which would allow sufficient space for manoeuvring. Larger vehicles would need to service the dwellings from Haydon Road, which is the situation that exists for the existing properties in Haydon Road and is therefore acceptable.

6.19 The application site is in a sustainable location close to a Local Shopping Frontage in Chalk Hill and public transport facilities including bus stops and Bushey train station. As such, it is considered that 8no. on-site parking spaces is sufficient in this location. The concerns relating to the previous application have been addressed through the removal of the nursery from the scheme.

6.20 The submitted plans indicate that the dwellings would have cycle parking facilities, which accords with the sustainable transport objectives in "Saved" Policy T10 of the Watford District Plan 2000.

6.21 The bin storage facilities are appropriately located for collection adjacent to the vehicular access. Details of the size and design of the storage facilities should be secured by condition.

6.22 Sustainable surface water drainage

In April 2015, the Government enacted legislation requiring all major developments to make provision for the sustainable management of surface water within application sites. The County Council as the Lead Local Flood Authority (LLFA) was also made a statutory consultee on all major applications for surface water drainage. The applicant has provided sufficient detail to demonstrate that there is a

feasible drainage scheme for the site and the most appropriate sustainable drainage methods have been explored. The proposed scheme includes the introduction of 65sqm of permeable paving, sub-surface water storage and two raingarden planters, which would have a 2 litres per second discharge to culverted watercourse during the 1 in 100 year event plus 40% for climate change. This has been approved by the County Council as the Lead Local Flood Authority. A condition requiring the submission of a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles should be attached to any grant of planning permission.

## **7.0 Community Infrastructure Levy and Planning Obligation**

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

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

The CIL charge applicable to the proposed development is £120 per sqm.

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

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

In this case, the development requires a planning obligation to secure the provision of affordable housing. This requirement meets the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, the planning obligation can be taken into account as material planning considerations in the determination of the application.

## **8.0 Conclusion**

- 8.1 The proposal would contribute towards meeting the housing need in the Borough and would make effective use of previously developed land. The layout of the proposed development would provide an acceptable standard of amenity for future occupiers and there would not be a significant loss of amenity to neighbouring



properties. The height and scale of the proposed buildings would not appear unduly prominent in the surrounding area and the contemporary design would provide an acceptable standard of appearance. The proposal would provide sufficient on-site parking and there would not be a significant impact on traffic or pedestrian safety.

- 8.2 As such, the proposal accords with the Development Plan and the National Planning Policy Framework and therefore constitutes 'sustainable development'. There are considered to be no material planning considerations that outweigh the benefits of the proposal, therefore it is recommended that the application should be approved.
- 

## **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, conditional planning permission be granted subject to the conditions listed below:

### Section 106 Heads of Terms

- i) To require the 3no. 3-bed houses proposed in the planning application at land adjacent to 17 – 19 St Johns Road (ref: 17/01619/FUL) to be provided as affordable rented units.

### 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:-

MRPP2; 5407/A100 Rev P; 5407/A101 Rev L; 5407/A108 Rev F; TS16-148R\1; TS16-148R\2; TS16-148R\3; TS16-148R\4; TS16-148R\5.

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

3. No construction works above damp proof course level shall commence until details of the materials to be used for all the external finishes of the buildings, including walls, roofs, doors, windows, fascias and balustrades, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

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

4. No construction works above damp proof course level shall commence until detailed drawings of the window and door reveals, brick detailing and capping to the external walls, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved details.

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

5. No part of the development shall be occupied until full details of a soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of the development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

6. No part of the development shall be occupied until full details of a hard landscaping scheme, including: details of the surfacing of the vehicular access, car park, pathways and amenity areas; details of all site boundary treatments, and all fencing or enclosures within the site, have 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, unless otherwise agreed in writing 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.

7. No part of the development shall be occupied until details of the siting, size and design of refuse and recycling storage facilities have been submitted to and approved in writing by the Local Planning Authority and the storage facilities have been installed in accordance with the approved details. The storage facilities shall be retained at all times thereafter.

Reason: In the interests of the visual appearance of the site and to ensure satisfactory provision for on-site storage facilities.

8. No part of the development shall be occupied until an updated Noise Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall include specification details of the building envelope and the mechanical ventilation system(s) for each of the dwellings to achieve the internal noise levels contained in BS 8233:2014, along with specification details of the building services plant. Together, the ventilation systems and building services plant shall not exceed 39dB(A) during the day-time and 27dB(A) during the night-time, one metre from the nearest residential façades when assessed in accordance with BS 4142:201. The building services plant shall be mounted on appropriate anti-vibration mountings. The development shall be implemented in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure that an acceptable internal noise level is provided for future occupants of the development.

9. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any modification or re-enactment thereof), no development permitted under Schedule 2, Part 1, Classes A, B, D, E and F of the Order shall be carried out to

the dwellinghouse adjacent to the boundary with No. 4 Haydon Road without the prior written permission of the Local Planning Authority.

Reason: To enable the Local Planning Authority to ensure that any such developments are carried out in a manner which will not be harmful to the character and appearance of the proposed development and will not prove detrimental to the amenities of adjoining occupiers.

10. No above ground construction may commence until a detailed surface water drainage scheme for the site, based on the Flood Risk Assessment and SUDS Strategy prepared by XCO2, dated January 2018, has been submitted to and approved in writing by the local planning authority. The scheme shall include:

1. Final, detailed drainage plan including the location and size of all SUDS features, pipe runs and discharge points with all invert and outlet levels.
2. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including and connecting pipe runs.
3. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall subsequently be implemented in accordance with the approved details prior to occupation of the development.

#### Informatives

1. 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.
2. All new units 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.

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 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)

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. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris on the highway. This is to minimise the impact of construction vehicles and to improve the amenity of the local area.
6. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council Highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this.
7. The developer should be aware that the required standards regarding the maintenance of the public right of way and safety during the construction. The public rights of way along the carriageway and footways should remain

unobstructed by vehicles, machinery, materials and other aspects of construction works.

8. Where works are required within the public highway to facilitate access the highway authority require the construction of such works to be undertaken to their specification and by a contractor who is authorised to work in the public highway. In relation to vehicle crossovers the applicant is advised to see the attached website. Vehicle crossover guidance <http://www.hertsdirect.org/docs/pdf/d/vxo.pdf> and to apply for vehicle crossover <http://www.hertsdirect.org/services/transtreets/highways/hhonlineservices/vxo/>
9. 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%933\\_construction\\_noise](https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%933_construction_noise)

Drawing numbers

MRPP2; 5407/A100 Rev P; 5407/A101 Rev L; 5407/A108 Rev F; TS16-148R\1; TS16-148R\2; TS16-148R\3; TS16-148R\4; TS16-148R\5.

---

**Case Officer: Chris Osgathorp**

**Email: [chris.osgathorp@watford.gov.uk](mailto:chris.osgathorp@watford.gov.uk)**

**Tel: 01923 278968**

## 85 Chalk Hill, Watford, WD19 4BT



**MRPP**  
**MARTIN ROBESON**  
**PLANNING PRACTICE**  
*Town Planning Consultants*  
*Development Advocacy*

Title: Location Plan

Job No:  
2845

Job:  
85 Chalk Hill

Plan:  
MRPP2

Scale:  
1:1250

Date:  
22/11/2016

Drawn by:  
JF

© Crown copyright 2006.  
 Licence number ES100044008.



## 1 - Aerial view



Image from Google Maps

## 2 - Ground floor plan





### 3 - Upper floor plans



### 4 - Elevation 1 (corner and Haydon Road)



5 - Elevation 2 (corner and Chalk Hill)



6 - Elevation 3 (Haydon Road)



## DEVELOPMENT MANAGEMENT SECTION

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	28th February 2018
Site address:	Land Adjacent To 17 - 19 St Johns Road
Reference Number:	17/01619/FUL
Description of Development:	(AMENDED DESCRIPTION) Erection of 3 no, three bedroom townhouses, 1 no, one bedroom apartment and 1 no, two bedroom apartment.
Applicant:	Westfields Homes Limited
Date Received:	22nd November 2017
13 week date (major):	17th January 2018
Ward:	Central

### 1.0 Site and surroundings

- 1.1 The proposal relates to the land which surrounds a two storey building within an irregular plot of land. The building is located on the corner of St. Johns Road and Estcourt Road. The corner building was originally built as a shop associated with a nursery gardens. However, until recently the two storey building, including the side extensions on either side of the building, were used for office purposes.
- 1.2 In 2014, the council granted planning permission for the demolition of the side extensions, the conversion of the corner building into flats, and the erection of a terrace of three houses facing St. Johns Road and a two storey building facing Estcourt Road to provide two flats. Following this permission, the side extensions were demolished.
- 1.3 The site has been subdivided and has been legally separated since the planning permission was granted in 2014. The corner building remains with the original owner, whereas the land previously occupying the side extensions have been sold off and now forms the current application.
- 1.4 As well as the demolition of the extensions flanking the original building, works of conversion and alterations have been carried out to the original corner building. The works appear to be near completion and include; the thorough refurbishment

of the entire building, works of conversion, as well as installation of uPVC windows to the shopfront and upper floors. However, the works have not fully complied with the 2014 approved scheme and the council served an enforcement notice (24th March 2017). However, the owner is actively cooperating to resolve the issues. A subsequent application to resolve the part retrospective application was approved and works to remedy the breaches of the planning are well underway.

- 1.5 The present application relates to the land either side of the main building, where the side extensions to the main building used to occupy, but is now vacant following their demolition.
- 1.6 The corner building, which is not the subject of this application, is one of the earliest buildings in the area and occupies a prominent location in the Estcourt Conservation Area. This is a heavily built up area and is located within a designated Controlled Parking Zone.
- 1.7 There are no trees within the site of any significance. There are two vehicular accesses to the site from both roads and some parking spaces are available on site.
- 1.8 The conservation area is characterised by two storey Victorian terraced housing with the surrounding built context dating from the 19th Century to 20th century. The defined historical character of the conservation area is established through the strong street and roofscape with consistent building lines, roof form, proportions and materials as defined in the Estcourt Conservation Area Appraisal.
- 1.9 The houses are typically in brick, often with detailing or decorative features in contrasting materials. Several buildings have been rendered or painted. Although this has eroded the uniformity of the area to some extent, the original brick elevations predominate and make an important contribution to the character and appearance of the area.
- 1.10 The historical layout is generally retained. However, within the immediate vicinity of the site there is single storey church building which clearly is not in keeping with the established character of the area. Further, the vacant land and the hard-standing areas of the application building also fail to add to the character of the area.
- 1.11 The area is quite built up but there are small pockets of open spaces and occasional gaps between building offering some respite.

## **2. Proposed Development**

Full planning permission is sought for:

- 2.1 The erection of two blocks, two storeys each; one facing St. Johns Road, containing three family town houses and the other facing Estcourt Road containing two flats. Both blocks will include habitable accommodation within the roofspace. There will be no car parking space provision on site. The scheme will also provide waste storage and cycle storage as well as small area for amenity use.

## **3. Planning History**

- 3.1 On 03.11.2014 conditional planning permission (Ref: 14/01153/FUL) was granted for the demolition of existing single storey side and rear extensions and creation of three, 3 bedroom terraced houses and one, 3 bedroom detached dwelling along with conversion and refurbishment of the existing flat block to create two, 2 bedroom flats.
- 3.2 On 11.02.2016 planning permission (Ref:15/01719/FUL) was refused for the demolition of existing buildings and construction of 8 new duplex flats in the same external form as those proposals approved under planning approval ref: 14-01153-FUL
- 3.3 On 26.07.2017 planning permission (Ref: 17/00733/FUL) was refused for the erection of two new residential units providing 7 flats, and associated ancillary works. As previously approved under planning application reference no. 14/01153/FUL, one unit will front St John's Road, and the other Estcourt Road.
- 3.4 On 06.11.2017 a part retrospective scheme (Ref: 17/00914/VAR) was approved for minor material amendment to the approved 2014 scheme with respect to the corner building. This scheme included the relocation of the front door to the side, the installation of gates to the side passages and details of fenestrations, railings, landscaping and alteration to the internal layout. (The works to implement this scheme is well underway).

## **4 Relevant Policies**

- 4.1 Watford District Plan 2000 and Supplementary Planning Guidance as saved by a direction of the Secretary of State, dated 14 September 2007, under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Order.

## **4.2 Watford District Plan 2000**

- SE22 Noise
- SE23 Light Pollution
- T10 Cycle Parking Standards
- T21 Access and Servicing
- T24 Residential Development
- T26 Car Free Residential Development
- H10 Planning Agreements for Educational and Community Facilities
- U17 Setting of Conservation Areas
- U18 Design in Conservation Areas
- L8 Open Space Provision in Housing Development
- L9 Children's Play Space

## **4.3 The adopted Core Strategy January 2013**

The following policies of the Core Strategy are considered to be relevant to the planning application.

- HS1 Development on Previously-Developed Land
- HS2 Housing Mix
- SS1 Spatial Strategy
- SD1 Sustainable Design states that the council will apply the principles of the Hertfordshire Building Futures Guide, and will expect all new development to comply with the updated national standards on sustainable development, as delivered through the revised standards on Code for Sustainable Homes and BREEAM standards for Commercial Buildings.
- SD2 Water and Waste water aims to minimise water consumption, surface water run-off.
- SD3 (Climate Change) states that all new developments (and associated infrastructure) will maximise the use of energy efficiency and energy conservation measures in their design, layout and orientation to reduce the overall energy demand.
- T2 (Location of New Development) expects development to be located in close proximity to sustainable transport nodes where facilities can be accessed without the need to travel by private car.
- T3 (Improving Accessibility) requires all development proposals to provide access for people with disabilities and be accessible by all forms of sustainable transport.

- T4 (Transport Assessments) requests TAs to be provided with development proposals to enable the impact of new development to be evaluated.
- T5 Providing New Infrastructure
- UD1 (Delivering High Quality Design) sets out the design principles to which all new development should adhere.
- UD2 (Built Heritage conservation) sets out measures to protect, preserve and enhances the character of the conservation areas.
- INF1 Infrastructure delivery and planning obligations

#### **4.4 Supplementary Planning Guidance Notes**

- 4.5 A revised Watford Residential Design Guide was adopted as a Supplementary Planning Document by Watford Borough Council's Cabinet on 23rd July 2014 following public consultation between 4th November and 16th December 2013. This supersedes the Residential Design Guides: Volume 1: Building New Homes & Volume 2: Extending Your Home (2008) and Supplementary Planning Guidance 6 (SPG6): Internal Space Standards (2004).

#### **4.6 Estcourt Conservation Area Character Appraisal Document**

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

- 4.7 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and seeks to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. The NPPF was published on 27 March 2012 and is a material consideration in planning decisions. As a result of the publication of the NPPF, all previous Planning Policy Guidance Notes and Statements have been cancelled.
- 4.8 The NPPF comprises a number of sections containing policy that is relevant to this planning application, namely:
  - 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 11 Conserving and enhancing the natural environment
  - Section 12 Conserving and enhancing the historic environment

---

## **5 Consultations**

- 5.1 A total of 48 letters of notification were sent to the properties in the vicinity of the site.
- 5.2 A press notice was published in the Watford Observer local newspaper and site notice displayed on site.
- 5.3 One letter of objection was received with respect to aggravating the parking problem in the local area.

### **Conservation Team**

- 5.4 The conservation team has some concern with respect to the tight layout, the provision of cycle, bin storage and internal layout. And consider there will be room for improvement.

With respect to the external elevations, the conservation team makes the following observation; “The larger block to St Johns Road more or less follows the approved scheme – the bay widths are now acceptable and the street rhythm retained. Rear dormers are still dominant and out of character; the dormers are the same width as the three bay window (which in itself is not characteristic for first floor rooms – two smaller windows would be more appropriate) on the first floor – the dormers should be reduced so that they are noticeably narrower than the first floor window. The rear of the smaller block needs reviewing as the window arrangement on the first floor does not sit well on the elevation – two smaller windows would be more appropriate.” The changes suggested will improve the quality of this scheme and remove the current objections to the scheme.

Also, conditions will be needed for all details (all features on the buildings, door and window reveals) and materials, landscape details and materials and bin and cycle storage details and materials.

### **Herts Highways**

- 5.5 The county highway officer considers the scheme to be in a sustainable location and given the parking restriction around the site the proposal will not have a major impact upon the safe and free flow of traffic. Hence, the authority would not wish to restrict the grant of permission subject to conditions with respect to stopping up the existing dropped kerbs, and ensuring the materials are not deposited on highways.



## **6      Planning Assessment;**

6.1    The main planning issues pertinent to the determination of the application are as follows:

- (a)    Whether the proposal in land use terms is considered acceptable.
- (b)    Whether the proposal will preserve or enhance the character and appearance of the conservation area.
- (c)    Whether the proposal will result in the provision of dwellings of acceptable standards in terms of size, layout and amenity space.
- (d)    Whether the proposal will have an adverse impact on the residential amenities of the adjoining properties.
- (e)    Whether the proposal will result in a satisfactory development in terms of access and parking.
- (f)    Whether the proposal will have an acceptable impact upon the local social infrastructure.

## **6.2    Land use**

6.3    The proposal will provide addition residential accommodation and will therefore, satisfy the council's key objectives with regards to strategic planning, to maximize housing provision in Watford. The council's planning policies prefer a range of dwelling units including family size accommodation. Over the years the provision of housing in general in the Borough has been skewed sharply to the provision of one and two bedroom flats. The Borough has also witnessed the loss of a number of family-sized houses. Therefore, the proposal to provide three decent size family accommodations is considered as particularly welcomed to address the severe shortage of family housing in the Borough.

6.4    Given that the site provides less than 9 dwelling units, there will be no obligation for the provision of affordable housing. However, the proposed three houses fronting St. Johns Road, have been offered by the developer for affordable housing purposes. These houses will be offered instead of affordable units which need to be

provided on a separate development in respect of a site at 85 Chalk Hill (Ref; 17/00862/FULM), but could not be provided because of management issues.

- 6.5 The provision of affordable housing on this site instead of the site at number 85 Chalk Hill is considered acceptable. It should be noted that the most severe housing need relates to the provision of family housing in Watford which this scheme will offer.

#### **b) Aesthetic considerations**

- 6.6 The proposal relates to two storey buildings within an irregular plot of land, including a small cellar. The main building, constructed largely out of brick, is located on the corner of St. Johns Road and Estcourt Road.
- 6.7 The main building was originally built as a shop associated with a nursery gardens which surrounded the building. However, in more recent years the ground floor including all other outbuildings have been used for office purposes. Recently the council has granted planning permission for conversion of the building into flats together with external works of alteration.
- 6.8 The areas character is through the strong street and roofscape with consistent building lines, roof form, proportions and materials as defined in the Estcourt Conservation Area Appraisal.
- 6.9 The houses are typically brick, often with detailing or decorative features in contrasting materials. Several buildings have been rendered or painted. Although this has eroded the uniformity of the area to some extent, the original brick elevations predominate and make an important contribution to the character and appearance of the area.
- 6.10 The scheme is very similar to the approved 2014 scheme. The approved scheme was the result of months of negotiation with the applicant until was approved.
- 6.11 The proposed terrace of three dwelling facing St. Johns Road, will incorporate features which are found on the terrace directly opposite. These buildings will include a two storey front bay incorporating a gable feature at the roof.
- 6.12 The proposed detached building facing onto Estcourt Road, incorporates a single bay feature to the front with its main roof having a gabled end pitch format to reflect the existing buildings in Estcourt Road. The proposed building also

incorporates appropriate detailing including sash type windows within recessed reveals, dentils, and string course banding.

- 6.13 Overall, it is considered the proposal will preserve and enhance the character of the conservation area.

**c) The quality of the proposed residential accommodation**

- 6.14 The council's policies expect all new development to achieve high standard of design and layout and – inter alia – to provide sufficient floor space and satisfactory levels of sunlight, daylight, privacy and outlook both to the development and to the existing adjoining buildings and uses.
- 6.15 The proposal will provide sufficient floor space thereby complying with the recent national space standards.

	Standards	Proposed
1 bed 1 person	39m <sup>2</sup>	41m <sup>2</sup>
2 bed 3 person flat	70m <sup>2</sup>	73m <sup>2</sup>
3 bed 4 person houses	90m <sup>2</sup>	95m <sup>2</sup>

- 6.16 The scheme has ensured that all flats and houses are double aspect. The overall sizes of the dwellings are acceptable. All habitable rooms will benefit from reasonable daylight and outlook. In particular the main living rooms to the terrace of the houses face south and the main living room of the detached house faces west. Therefore, the proposal will benefit from appropriate level of sunlight.
- 6.17 There are issues in respect of the provision of amenity space as the proposal will not meet the council's current standards. However, all family dwellings will benefit from an outdoor amenity space directly accessed from the living room area. The central location of the site means that access to nearby facilities including for recreation and the constraints on space at the site need to be taken into account. Overall, the scheme provides an appropriate response to the site and adequate facilities.
- 6.18 In general the proposal will provide an acceptable standard of living accommodation which in fact could be improved with better internal re arrangement.

#### **d) Impact upon neighbours' amenities**

- 6.19 Given its location, the impact of the proposal upon the amenities of the neighbouring buildings will not be considered to be significant.

#### **e) Parking and access**

- 6.20 The existing building benefits from a vehicular access to the side, onto St Johns Road, which provides space for at least 3 cars. Further there is a vehicular access from Estcourt Road to the site. The proposed scheme obviates the need for the vehicular access to the site. Therefore, conditions are recommended so that the dropped kerbs associated with the vehicular crossover are raised.
- 6.21 The increase in the number of dwellings and lack of parking on the site would put additional pressure on the limited on existing on-street parking. Nevertheless, there are double and single yellow lines parking restrictions on the both side of St. Johns Road and Estcourt Road. Further the area is within a controlled parking zone.
- 6.22 The development site is a small scale and has good public transport accessibility levels. The site is located approximately 0.5miles from Watford Junction Station (10 mins walking distance). It is near a local neighbourhood centre with shops and other local amenities. Hertfordshire County Council as the Highway Authority does not recommend refusing this application.
- 6.23 The application site is located within a town centre which benefits from a range of retail, services and entertainment at close range. Here, on street parking is restricted in most of the adjoining streets, albeit, there are some spaces designated for residents through a Controlled Parking Scheme.
- 6.24 The proposed development will not offer any car parking spaces. Given the site's high accessibility and the desire to reduce the traffic levels into the town, the provision of car free housing is considered acceptable.
- 6.25 In order to avoid additional parking pressure being created in an oversubscribed residents' parking area, the future occupiers of the site will not be eligible for parking permits in the designated controlled parking zone. This will be achieved by a way of a section s.106 agreement. The applicant has agreed to sign a unilateral agreement which would prevent the future occupiers of the site to apply for

residents' parking permit. Therefore the proposal will have no significant impact upon the safe and free flow of traffic.

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

- 7.1 The council's CIL charging schedule was implemented on 1st April 2015 and, as such, the proposed scheme will be liable for CIL charges. The CIL charge covers a wide range of infrastructure and community facilities including education, childcare, libraries, youth facilities, open space, children's play space, transport and healthcare. Under the Community Infrastructure Levy Regulations 2010, payments towards infrastructure and facilities covered by CIL can no longer be sought by section 106 planning obligations unless there are site specific requirements which are necessary to make the development acceptable. CIL is charged on the relevant net additional floor space created by the development. The charge for residential floor space is £120m<sup>2</sup>. The CIL charge is non-negotiable and is calculated at the time planning permission is granted.
- 7.2 From 1 April 2015, 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, the development requires a planning obligation to secure the provision of affordable housing and to include a unilateral agreement to remove entitlement for parking permit. These requirements meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, the planning obligation can be taken into account as material planning considerations in the determination of the application.

#### **8 Comments on the observations received**

- 8.1 The only issue raised by the objectors relates to parking. This has already been addressed in the body of the report.

#### **9 Conclusion;**

- 9.1 The development will provide three large dwelling houses as new built and two smaller accommodations facing Estcourt Road, in a sustainable location thereby, meeting the key priority objective of both local and national planning and housing policies. The proposed large dwellings will be affordable and therefore, in land use terms, is particularly welcomed.
- 9.2 The proposal will be similar to a scheme which was subject to lengthy negotiations and had been revised several times taking on board officers' advice. The current

scheme by reason of its bulk, height and scale will be compatible with the surrounding dwellings. The strategy to incorporate a traditional design is considered the appropriate approach. The proposed buildings are of acceptable size, scale and building and are sufficiently detailed. Hence, the proposed development will preserve and enhance the character of the conservation area.

- 9.3 Given its location the development will not cause significant harm to the amenities of the adjoining occupiers.
- 9.4 The development will be car free and hence will not result in significant impact upon the free and safe flow of traffic for the road users.
- 9.5 It is therefore recommended that planning permission be granted for the proposed development, subject to conditions and in accordance to the terms of the s.106 planning obligation.

## **10 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, conditional planning permission be granted subject to the conditions listed below:

### Section 106 Heads of Terms

- (a) To secure the 3no. 3-bed houses proposed in the planning application to be Affordable Housing units comprising two social rented units.
- (b) 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;

### Conditions/Reasons

- 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 No development shall commence within the site until full details and samples of the materials to be used for the external surfaces of the building, including doors, and windows have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall only be implemented in accordance with the approved details.

Reason: In the interests of the visual appearance of the site and its impact on the character of the surrounding area, in accordance with Policies UD1 and UD2 of the Watford Local Plan: Core Strategy 2006 – 2013 (Adopted January 2013).

- 3 The windows and the doors to be inserted in the external walls of the building shall be recessed a minimum of 6cm from the external walls, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site and its impact on the character of the surrounding area, in accordance with Policies UD1 and UD2 of the Watford Local Plan: Core Strategy 2006 – 2013 (Adopted January 2013).

- 4 No development shall commence within the site until full details of the provision for bicycle storage facilities, refuse and re-cycling storage have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the first occupation of any part of the development and shall be retained thereafter.

Reason: In the interests of the visual appearance of the site and its impact on the character of the surrounding area, in accordance with Policies UD1 and UD2 of the Watford Local Plan: Core Strategy 2006 – 2013 (Adopted January 2013).

- 5 No development shall commence until details of the siting, height and type of fencing or other means of enclosure around the boundaries of the site and within the site have been submitted to and approved in writing by the Local Planning Authority. The fencing or other means of enclosure shall be provided as approved prior to the first occupation of the dwelling hereby approved and shall be maintained as such at all times thereafter.

Reason: In the interests of the visual appearance of the site and its impact on the character of the surrounding area, in accordance with Policies UD1 and UD2 of the Watford Local Plan: Core Strategy 2006 – 2013 (Adopted January 2013).

- 6 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any modification or re-enactment thereof), no development permitted under Schedule 2, Part 1, Classes A, B, C, D, E, F and G of the Order shall be carried out to the dwellings hereby approved without the prior written permission of the Local Planning Authority.

Reason; To enable the Local Planning Authority to ensure that any such developments are carried out in a manner which will not be harmful to the character and appearance of the proposed development and will not prove detrimental to the amenities of adjoining occupiers in accordance with Policies UD1 and UD2 of the Watford Local Plan: Core Strategy 2006 – 2013 (Adopted January 2013).

- 7 No development shall commence on site until a hard and soft landscaping scheme for the site (including a detailed method statement covering tree planting, tree, shrub and grass specie, planting size and density and all hard surfacing materials) shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping shall be carried out prior to the first occupation of any part of the development and shall be retained at all times. The soft landscaping shall be carried out not later than the first available planting and seeding season after completion of the 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 in accordance with policy UD1 of Watford Local Plan Core Strategy 2006-2013.

- 8 The development shall not begin until details of the stopping up of the existing accesses on St. Johns Road and Estcourt Road, by raising the existing dropped kerbs and reinstating the footways, and highway boundary to the same line, level and detail as the adjoining footway, and highway boundary have been submitted to and approved in writing by the Local Planning Authority in conjunction with the Highway Authority. The development shall not be brought into use until the access has been stopped up in accordance with the approved details.

Reason: To remove the access points along the site boundary for the safety and convenience of highway users.



- 9 Notwithstanding the drawing hereby approved, no development shall commence until details of the front gable features and the rear dormer windows have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall only be implemented in accordance with the approved details.

Reason; In the interests of the visual appearance of the site and its impact on the character of the surrounding area, in accordance with Policies UD1 and UD2 of the Watford Local Plan: Core Strategy 2006 – 2013 (Adopted January 2013).

- 10 All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highway Authority prior to commencement of the development.

Reason: In the interest of highway safety and the free and safe flow of traffic.

- 11 Notwithstanding the information already submitted, no development shall commence until detailed plans showing the existing and new or altered ground levels within the site and the floor levels of each of the proposed dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the details approved under this condition.

Reason: To ensure that the proposed buildings and any other changes in level on the site maintain a satisfactory relationship between the development and existing properties to safeguard the character and appearance of the area and the privacy and amenities of neighbouring properties in accordance with the objectives of Policies UD1, UD2 and SS1 of the Watford Local Plan Core Strategy 2006-31.

- 12 The scheme hereby approved shall be carried out strictly in accordance with drawings number 1962/P2/1, 1962/P2/2, 1962/P2/3 and 1962/P2/4, unless it is agreed in writing by the local planning authority.

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

### **Informatives**

- 1 In accordance with the unilateral agreement in respect of the development of 85 Chalk Hill Watford WD19 4BT, under planning application Ref; 17/00862/FULM,

granted on ... the three houses fronting the St. John Street should only be used for affordable purposes.

- 2 This planning permission is accompanied by a planning obligation under s.106 of the Town and Country Planning Act 1990 to secure financial contributions under 'Saved' Policy T24 of the Watford District Plan 2000 and Policy INF1 of the Watford Local Plan: Core Strategy 2013.
- 3 The applicant is reminded that this planning permission does not obviate the need to obtain the 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 is not involved in such matters.
- 4 Before commencing the development, the applicant shall contact South West Highways Area Office, Shire House, Bridle Path, Watford, WD17 1AL to obtain i) their permission/requirements regarding access for vehicles involved in the demolition of the existing and construction of the new buildings; ii) a condition survey of any adjacent highways which may be affected by demolition any construction vehicles together with an agreement with the Highways Authority that the developer will bear all costs in reinstating any damage to the highways.
- 5 Works to be undertaken on the adjoining highway will require an agreement with the Highway Authority. Before commencing the development the applicant shall contact the South West Highways Area Office, Shire House, Bridle Path, Watford, WD17 1AL to obtain their permission/requirements. This is to ensure any works 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.
- 6 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.
- 7 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:

- o Monday to Friday 8am to 6pm
- o Saturdays 8am to 1pm
- o 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)

Drawing numbers

1962/P2/1, 1962/P2/2, 1962/P2/3 and 1962/P2/4

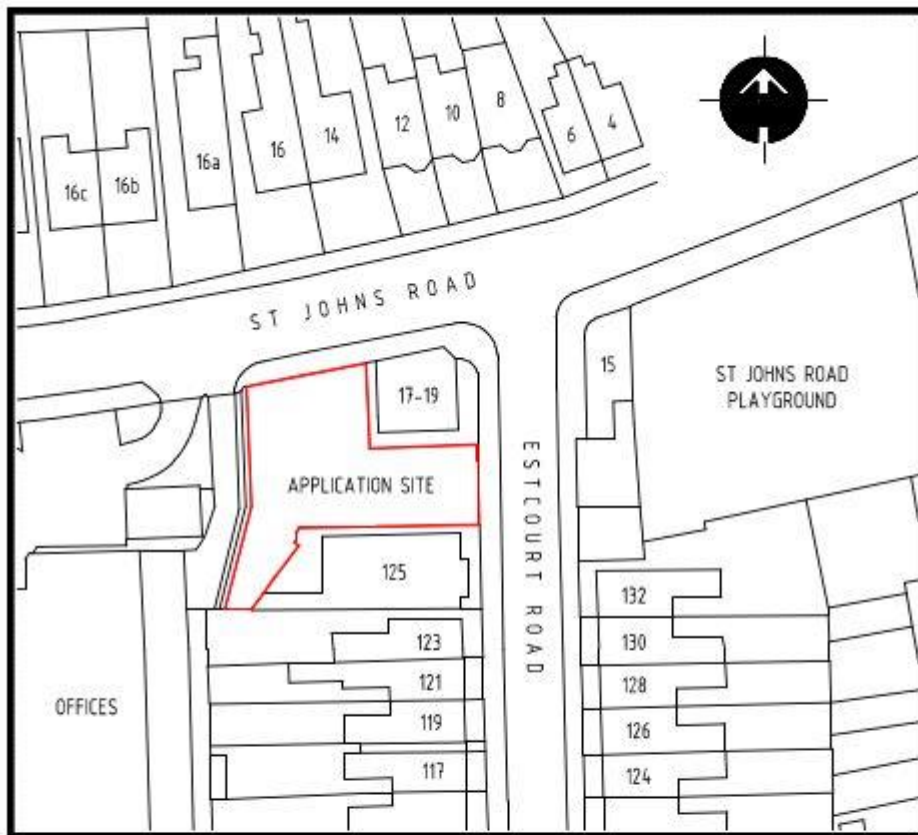
---

**Case Officer: Habib Neshat**

**Email:        habib.neshat@watford.gov.uk**

**Tel:            01923 278285**

## Land Adjacent To 17 - 19 St Johns Road, Watford, WD17 1PW



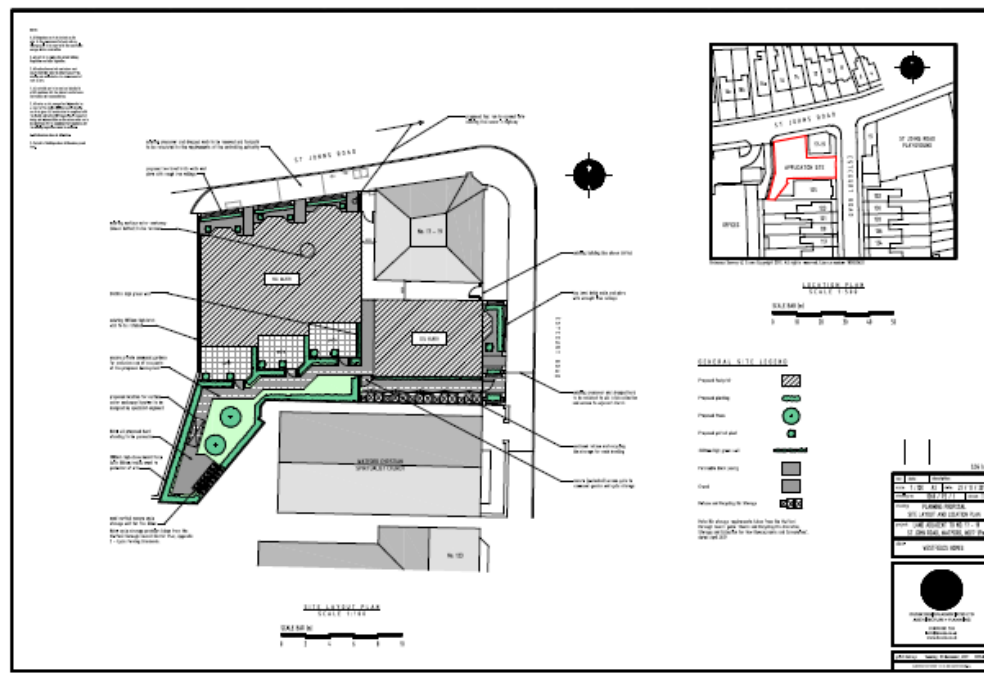
Ordnance Survey (c) Crown Copyright 2019. All rights reserved. Licence number 100022432

LOCATION PLAN  
SCALE 1:500

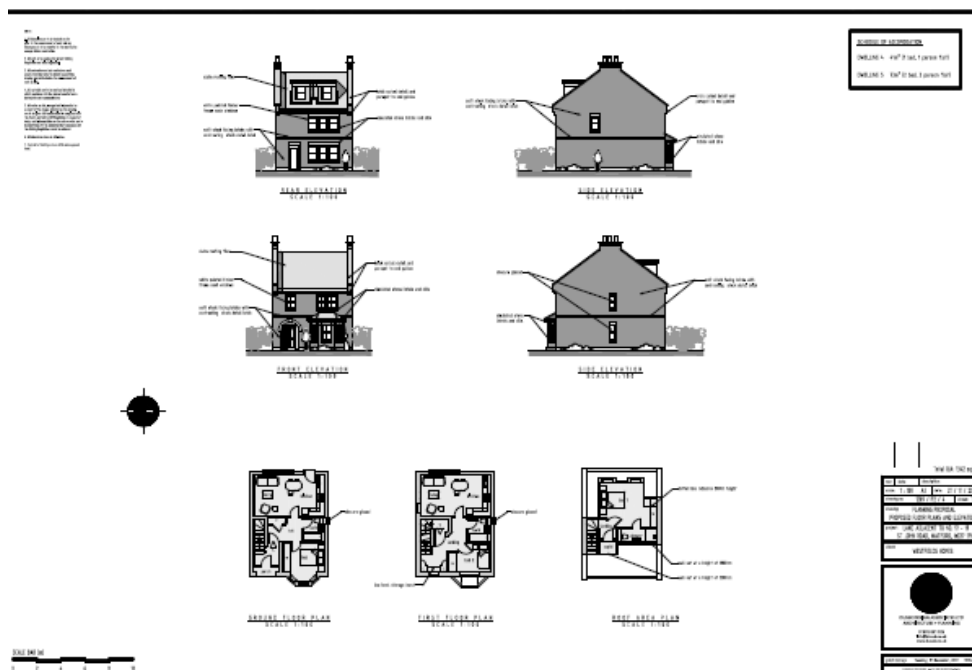
SCALE BAR (m)



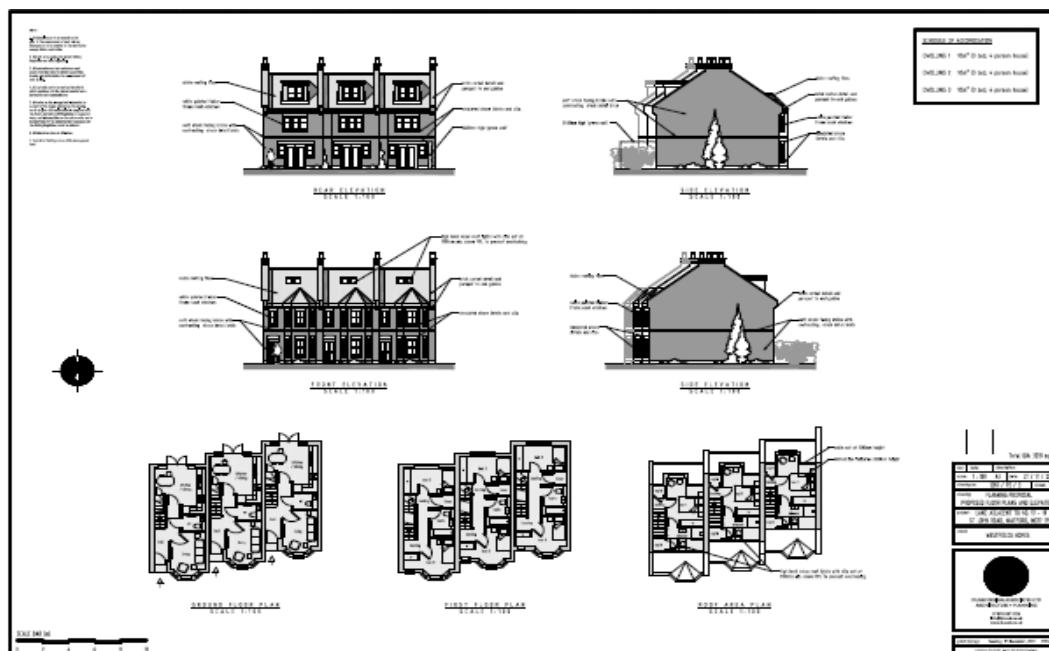
## 1 - Site layout



## 2 - Elevations and floorplans Estcourt Road



### 3 - Elevations and floorplans St Johns Road



#### 4 - Street elevations



PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>28<sup>th</sup> February 2018</b>
Site address:	<b>2 The Boulevard Blackmoor Lane</b>
Reference Number:	<b>17/01510/FULM</b>
Description of Development:	<b>Demolition of existing office and storage building (Use Class B1/B8) and erection of new office and storage building (Use Class B1/B8) with associated car parking and landscaping.</b>
Applicant:	<b>Storm Technologies Ltd</b>
Date Received:	<b>30<sup>th</sup> October 2017</b>
Agreed Extension to Target Date"	<b>1<sup>st</sup> March 2018</b>
Ward:	<b>Holywell</b>

## 1.0 Site and surroundings

- 1.1 No. 2 The Boulevard is located close to the junction of Blackmoor Lane and Ascot Road within the designated Watford Business Park Employment Area and is accessed via Ascot Road. The existing building is single storey and has a gross internal area of 1943sqm which provides office space at the front and a warehouse at the rear. The adjacent building to the east at No. 1 The Boulevard is similar in design and scale to the subject property and is also in employment use. The buildings at Nos. 1 & 2 are served by a vehicular access from Blackmoor Lane. There are 83 parking spaces to the front, side and rear of the subject building. A servicing area is located to the rear of the building. There is an area of landscaping to the front of the site which includes mature trees.
- 1.2 To the south of the application site are commercial buildings at The Tech Site. Outline planning permission (ref: 17/00091/OUT) was granted at Development Management Committee on 13 June 2017 for the demolition of the existing buildings and erection of four new buildings to provide 40,000sqm (gross external area) of office space, an ancillary staff amenity building, and car parking. Access was the only matter to be determined at outline stage with the matters of scale, layout, appearance and landscaping reserved for subsequent approval. An illustrative scheme was submitted to give some maximum parameters for the reserved matters and to illustrative how the site may be developed in the future. It shows the

buildings to be part 4 storey, part 5 storey (16 – 20m high). To the rear of the buildings a multi-storey car park up to 12m high (720 spaces) is indicated with some adjoining surface level parking (156 spaces), providing up to 875 parking spaces. This gives a maximum parking ratio of 1 space per 45m<sup>2</sup>.

- 1.3 Planning permission was granted in 2015 by Three Rivers District Council on a site to the south of the application site (beyond The Tech Site) known as Buildings 1 and 2 Hatters Lane. These are 3 and 4 storeys respectively and of a high quality, contemporary design. They are served by a multi-storey car park and surface level parking with high quality landscaping.
- 1.4 The Pavilion Blackmoor Lane is located immediately to the west of the subject property. It is a single storey office building which has surface level car parking to the side and rear. There is a line of trees between the properties.
- 1.5 To the north of the application site there is a two storey office building (3 The Boulevard) which has its vehicular access from Ascot Road.
- 1.6 The River Gade and Grand Union Canal is located approximately 57m to the west at its nearest point. The Environment Agency's 'Flood Map for Planning' shows that the application site is located in Flood Zone 1 (low probability of flooding)
- 1.7 The subject building is not listed or located in a designated conservation area. No trees on site are protected by a tree preservation order.

## **2.0 Proposed development**

- 2.1 The application proposes demolition of the existing office and storage building (Use Class B1/B8) and erection of a new building to provide 4787sqm (gross internal area) of floorspace for office and storage use (Use Class B1/B8) with associated car parking and landscaping.
- 2.2 The proposed building is contemporary in design and consists of 3 storeys (15.44m tall). The second floor would be recessed which reduces the bulk of the building.
- 2.3 The warehouse, loading area and reception would be located at ground floor. The external walls of the ground floor would be predominantly solid due to the nature of the ground floor use and would be finished in anodised aluminium solid metal panels. The main entrance on the front elevation would consist of glazing at ground and first floor. The office floorspace would be located over the first and second floors and the external walls of the upper floors predominantly consist of clear glazed curtain walling. The elevations include vertical columns at ground floor and



first floor which are finished in white stone cladding or metal cladding. The building is designed with a flat roof and includes a metal brise soleil canopy. The design includes a glazed atrium towards the rear of the building which would provide light to the first and second floors.

- 2.4 The plans include an external roof terrace to the rear of the second floor which would be enclosed by a 1.1m high glass balustrade. A green roof would surround the roof terrace. There would also be a plant room on the roof of the main building (above the second floor) which would be enclosed by an acoustic metal louvred screen.
- 2.5 A single storey outbuilding would be positioned adjacent to the north-western side boundary. It would provide a bicycle store for 38 bicycles (2 tier rack system), an external plant room, a warehouse bin store, an office bin store and a new substation. There would also be plant on the roof of the outbuilding which would be enclosed by an acoustic metal louvred screen around the roof. The outbuilding would be positioned adjacent to the loading bay.
- 2.6 The existing premises has 83 on-site parking spaces which would be increased to 91 parking spaces. The proposal includes an extension to the car park resulting in the replacement of an area of landscaping to the front of the car park with hard surfacing. The extension to the car park was previously granted planning permission in 2015 (ref: 15/01062/FUL), however it has not been implemented to date. The proposed parking layout includes 5no. disabled spaces and 5no. motorcycle spaces. The number of on-site parking spaces would be increased from 0 to 38. There would be changes to the parking layout, however no alterations are proposed to the vehicular access to the site.

### **3.0 Relevant planning history**

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

17/00768/PREAPP - Pre-application enquiry for extension of existing single storey office/warehouse building to create a three storey office/warehouse building. June 2017. The pre-application advice is summarised below:

- The proposed uses comply with the policy objectives of the Watford District Plan 2000 and Watford Local Plan Core Strategy.
- The contemporary design approach is acceptable.
- The scale of the enlarged building would be acceptable in the business park setting and would not appear unduly prominent.
- Any formal application would need to be accompanied by turning diagrams

to demonstrate that there is adequate space within the site for vehicles to manoeuvre in and around the site (and loading bays/areas).

- 92 on-site parking spaces are proposed. It is felt that such levels of on-site parking provision would be acceptable as these would not exceed the maximum parking standards set out by saved Policy T22 of the Watford District Plan 2000 and would be in line with the emerging standards in the Watford Local Plan Part 2.
- A transport assessment should be submitted with a planning application which should include an assessment of the cumulative impact of committed and future development in the area.
- A travel plan should be submitted which sets out the measures to encourage employees and visitors to travel to and from the site using sustainable modes of travel.
- The provision of cycle storage is welcomed. It should be designed so it is secure and weatherproof.
- No residential properties are likely to be affected by the proposal. The proposal has the potential to reduce some natural lighting to neighbouring premises. The impact on the natural lighting of surrounding offices should be considered.
- An application would need to be accompanied by a Sustainable Urban Drainage Strategy.
- It appears that some piling or other ground works may be required to facilitate the development. Given the former industrial use of the site and because it lies within ground source protection zone 1, any application would need to be accompanied by reports/assessments to establish if there would be any contamination risks posed by the development and, if so, how these would be dealt with.

In comparison to the pre-application submission the proposed building has been reduced in size. A single storey side element providing a plant room, loading bay and roof terrace has been removed and replaced by an outbuilding. Furthermore, the depth of the second floor has been reduced and there is now an external roof terrace to the rear. The gross internal area has been reduced from 5657sqm to 4787sqm.

15/01062/FUL - Change of use of green area at the front in order to create additional car parking spaces. Conditional planning permission. December 2015.

## **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

### **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 7 Requiring good design

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

Section 11 Conserving and enhancing the natural environment

Decision taking

## **5.0 Consultations**

### **5.1 Neighbour consultations**

7 properties in the surrounding area were notified of the application. No representations have been received.

## 5.2 Statutory publicity

The application was publicised by 1 site notices posted on 22<sup>nd</sup> November 2017 and by advertisement in the Watford Observer published on 17<sup>th</sup> November 2017. The site notice period expired on 7<sup>th</sup> December 2017 and the newspaper advertisement period expired on 8<sup>th</sup> December 2017.

## 5.3 Technical consultations

The following responses have been received from technical consultees:

### 5.3.1 Hertfordshire County Council (Highway Authority)

No objection subject to conditions and the completion of a s106 agreement to secure the implementation of the submitted Travel Plan, the submission and implementation of a Car Parking Management Plan and a contribution of £6000 towards travel plan monitoring.

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

No objection to the proposed surface water drainage scheme subject to 2 conditions.

### 5.3.3 Hertfordshire County Council (Ecology)

H.C.C. Ecology stated in their initial consultation response that the submitted Preliminary Ecological Appraisal provides a thorough assessment of the site's ecological value and the impacts of the proposals. The habitats are considered to be of limited ecological value and the site is not considered to be suitable to support protected species, apart from the potential for nesting birds in trees and shrubs.

An invasive plant species (Cotoneaster) was recorded on site and H.C.C. Ecology recommend a condition to require the submission of precautionary control measures prior to site clearance to prevent further spread.

A further consultation response was provided on 29<sup>th</sup> November. It states that the main ecological issue is the loss of trees and shrubs to the front of the building and it is considered that the loss of the trees – whilst only a relatively small group – is of some significance to the site. However, H.C.C. do not consider their importance should represent a constraint on the proposal. The group of trees do not appear to have any known additional historic or other local value that would be sufficient to merit a fundamental constraint on the proposals. However, there would be a net loss of biodiversity on the site and there is little opportunity to compensate the loss of trees on site given limitations of space, therefore off-site compensation should be provided to replace a similar collection of native tree and shrub species. This would be needed as locally as possible within Watford to ensure that the ecological resource was not diminished within this general area and ensure that it is

enhanced, if possible.

5.3.4 Hertfordshire County Council (Archaeology)

No objection subject to a condition requiring an archaeological investigation.

5.3.5 Hertfordshire County Council (Development Services)

No comments.

5.3.6 Thames Water

No objection.

5.3.7 Crime Prevention Design Advisor (Hertfordshire Constabulary)

No comments.

5.3.8 Arboricultural Officer

Whilst the proposals indicate the loss of a number of trees (some of which are already agreed for a car park extension) the replacement planting will compensate the losses.

A condition requiring the tree protection methods and extents set out in the Arboricultural Method Statement shall be adhered to ensure that the retained trees are not adversely affected during or post construction. The landscape details as set out in the detailed planting plan PJC/0692-004 Rev A are also considered acceptable. A condition also requiring these details to be adhered to should also be attached to any consent granted.

5.3.9 Environment Agency

No objection subject to conditions.

5.3.10 Contaminated Land Officer

No objection subject to condition.

## 6.0 Appraisal

### 6.1 Main issues

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

- (a) Principle of use.
- (b) Design and layout.
- (c) Access, parking and traffic generation
- (d) Impact on neighbouring properties
- (e) Environmental matters.

6.2 (a) Principle of use

The site is located within Employment Area E1 (Watford Business Park) in the Watford District Plan and Special Policy Area 6: Western Gateway in the Core Strategy. Policies in both plans seek to retain, enhance and increase B Class uses in this area. The Core Strategy sets out the requirement for the provision of at least 7000 new jobs by 2031 to meet strategic objectives and maintain Watford's role as a regional employment centre.

6.3 The GVA Employment Study 2010 (forming part of the evidence base for the Core Strategy) identified potential demand for up to 90,000m<sup>2</sup> of B1(a) office floorspace to 2031. Even if all existing vacant floorspace was taken up, there would still be a demand for 34,600m<sup>2</sup> of new floorspace. This study also highlighted the fact that the quality of floorspace is equally important as the quantity. Clarendon Road/Station Road is identified as needing improvement in the quality of stock to compete effectively and attract occupiers. It is important to have not only the right quality and quantity of floorspace but also the right type of space to meet the future employment needs of the Borough and generate new jobs. As a regional centre, it is important that Watford remains an employment destination and does not become merely a commuter town.

6.4 The latest Economic Growth and Delivery Assessment (EGDA) prepared by Nathaniel Lichfield and Partners (2014) has identified a significantly greater predicted growth in employment at 13,290 new jobs, almost double the predicted 7,000 new jobs in the 2010 Employment Study. Some 11,630 of these are forecast to be in Class B1(a) and B1(b) office jobs. It also predicts a significant shortfall of employment floorspace, in the order of 181,025m<sup>2</sup> to 265,585m<sup>2</sup>, a significant proportion of which will need to be in the form of office floorspace. Even allowing for some adjustment and refinement of these figures, these figures are a magnitude greater than that planned for in the Core Strategy.

6.5 The proposed development will increase the amount of employment floorspace on the site from the existing 1943sqm to 4787sqm. It will provide 3508sqm of new high quality Class B1(a) office floorspace which will make a contribution to the predicted shortfall in office floorspace. The proposal would make more efficient use of employment land and would support the growth of the existing business which would increase the provision of local jobs. As such, the proposal accords with the key objectives and employment policies of the Core Strategy and is acceptable in principle.

6.6 (b) Design and layout

The design of the proposed building is contemporary and is considered to be of

high quality. The building includes vertical column components in front of the ground floor and first floor levels and these features would help to create a strong identity and robust design. The second floor level would be set in from the building's edge on all sides and would have more of a "lightweight" feel to it than the rest of the building owing to the visible extent of full height glazing that would surround the majority of the wall surface at second floor level. The metal canopy roof with its deep overhang would integrate suitably with the contemporary design approach.

6.7 The scale of the proposed building is acceptable in the business park setting and would not appear unduly prominent. It is acknowledged that the adjacent buildings to the sides and rear comprise a mix of single storey and two storey buildings, however the outline planning permission for The Tech Site (ref: 17/00091/OUTM), which is on the opposite side of Blackmoor Lane, shows indicative buildings of part 4 and part 5 storey. Furthermore, the approved buildings at 1 and 2 Hatters Lane are part 3 and part 4 storey buildings. In this context, it is considered that the scale of the proposed building is acceptable. Furthermore, if the significant increase in employment floorspace identified by the latest employment study is to be delivered, taller and higher density buildings will need to be delivered in the town's main employment areas.

6.8 The proposal includes an extension to the car park which would result in the replacement of part of the landscaped embankment to the front of the building with hard surfacing. The extension to the car park was previously granted planning permission in 2015 (ref: 15/01062/FUL), however it has not been implemented to date. The soft landscaped areas around parts of the business park help contribute positively to the character and appearance of the area. The proposal would involve the levelling of the embankment, a reduction to the size of the landscaped area in front of the building and the loss of a number of trees, some of which are quite substantial. However, it is felt that the visual amenity of the area would not be significantly harmed by the works. The few trees that are to be retained, together with the proposed replacement hedging, would ensure that a suitable appearance is maintained in this part of the business park. Soft landscaped areas would be retained around the new parking area and on the opposite side of the junction with The Boulevard and this would help maintain the character of the area. Further details of proposed planting and the retention of existing trees could be secured by condition.

6.9 (c) Access, parking and traffic generation

i) *Access*

The submitted plans show that the existing access arrangement would not be altered. There would be sufficient manoeuvring space within the site for lorries and

cars to turn safely.

6.10 ii) *Parking*

The application proposes to increase the on-site parking provision from 83 spaces to 91 spaces. The site is located within Zone 4 of the Car and Cycle Parking Zone Map included within the Watford District Plan 2000. Appendix 2 sets out the council's current adopted maximum parking standards. It states that within Zone 4, there is a maximum parking provision of 1 space per 30sqm gross floor area (gfa) for B1(a) office use and a maximum provision of 1 space per 75sqm for B8 use.

6.11 Emerging Policy T6 (Car Parking Provision) of the Watford Local Plan Part 2 sets out different parking standards to those contained within the WDP2000. Appendix G of the LP2 states that 1 space per 50sqm should be provided for B1(a) use and 1 space per 75sqm should be provided for B8 use. The council's current parking standards within the WDP2000 are based on maximums. Although the guidelines within the emerging LP2 are not expressed as maximums, the policy approach is to encourage reduced parking provision for new developments, especially for sites with good access to passenger transport. There are nearby bus stops that provide access to a frequent bus service which provides a link between the business park, the town centre and Watford Junction. On this basis, it is apparent that the site has good access to passenger transport.

6.12 The total gross internal area of the proposed building is 4787sqm. It is considered appropriate to apply the B8 use parking standard apportioned to the warehouse floorspace (1220sqm) and the B1(a) use standard apportioned to the office floorspace (3508sqm). The parking provision based on the WDP2000 and LP2 standards are shown in the table below:

	Watford District Plan 2000 (maximum standard)	Watford Local Plan Part 2 (guidance parking provision)
Parking spaces for warehouse floorspace	16	16
Parking spaces for office floorspace	116	70
Total number of parking spaces	132	86

6.13 It is considered that the level of on-site parking provision is acceptable because it would not exceed the maximum parking standards in saved Policy T22 of the WDP2000 and would be in accordance with the emerging standards in Policy T6 of the LP2.



6.14 A Car Park Management Plan (CPMP) and Travel Plan has been submitted with the planning application. Due to the reduced proportion of staff that can be allocated a parking space, there will need to be a greater proportion of trips by means other than as a car driver, including travelling as a car passenger, walking, cycling or public transport. Parking spaces are currently allocated based on the length of service rather than need, which means that some individuals who have no choice but to travel by car have no allocated spaces whereas others who could use non-car modes are allocated parking spaces. The CPMP seeks to promote sustainable transport by allocating parking spaces based on need rather than length of service, which help increase the proportion of non-car journeys. The implementation of the CPMP and Travel Plan can be secured by a s.106 agreement, as could a monitoring fee of £6,000 to cover the costs of the Highway Authority in the long term monitoring and review of the CPMP and Travel Plan.

6.15 *iii) traffic generation*

The submitted Transport Assessment shows that the increase in parking would generate an increase in two-way vehicle flows of 4 vehicles per hour and 3 vehicles per hour in the morning and evening peak hours respectively. Over the 12 hour day, there would be an increase of 24 vehicle movements. The level of increased traffic generation is very small and would not have a significant impact on the operation of the local highway network. Furthermore, the Transport Assessment has considered the impact of committed and potential developments on the local highway network, including 5 roundabout junctions. The modelling shows that the proposed development would have a negligible impact on delays and queuing. The CPMP and Travel Plan includes measures to minimise the impact on on-street parking, which would be monitored by the Highway Authority.

6.16 (d) impact on neighbouring properties

There are no residential properties close to the application site. The proposed development would not cause a significant loss of light or outlook to the neighbouring office buildings at 1 & 3 The Boulevard and The Pavillion.

6.17 (f) Environmental matters

*i) Land contamination*

The Environment Agency has identified that there is a risk of contamination that could be mobilised during construction to pollute controlled waters, which is due to the former use of the site as a printing ink works and the presence of a significant thickness of made ground. Controlled waters are sensitive at the site because it is located in Source Protection Zone 1 and is located upon a principal aquifer. The Environment Agency has stated that the submitted Desk Study and Ground Investigation Report shows that it will be possible to suitably manage the risk posed

to controlled waters by the development and have requested a number of conditions relating to the submission of a remediation strategy and monitoring.

6.18 *ii) Archaeology*

An Archaeological Desk-Based Assessment has been submitted with the application. This has identified a high potential for remains from the 20<sup>th</sup> century to survive, a medium potential for prehistoric remains or artefacts to be present and low potential for remains from the Roman and medieval periods. As such, H.C.C. Archaeology recommends an archaeological investigation, which can be secured by condition.

6.19 *iii) Ecology*

A Preliminary Ecological Appraisal has been submitted with the application, which provides an assessment of the site's ecological value and the impact of the proposal. The habitats were considered to be of limited ecological value and the site was not considered suitable to support protected species, apart from the potential for nesting birds in trees and shrubs. An invasive plant species (Cotoneaster) was recorded on site and H.C.C. Ecology recommend a condition to require the submission of precautionary control measures prior to site clearance to prevent further spread. An informative is recommended to avoid removal or severe pruning of trees during the bird breeding season (March to August).

6.20 H.C.C. Ecology provided further comments on 29<sup>th</sup> November 2017 that off-site compensation should be provided for the loss of the trees to the front of the building. However, there is an extant planning permission (reference: 15/01062/FUL) for the replacement of trees with an additional car parking area (of a similar size to the current application), which does not require the provision of off-site compensation. Given the fallback position, it is not considered that a request for off-site compensation could be justified. Furthermore, paragraph 118 of the NPPF states "*When determining planning applications...if significant harm resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for, then planning permission should be refused*". In this case, the proposal affects a relatively small copse of trees which would be mitigated to some extent by new native planting of trees and hedgerows. Furthermore, the Preliminary Ecological Appraisal demonstrates that the site has limited ecological value and is not suitable to support protected species, apart from the potential for nesting birds in trees and shrubs. Taking the above into account, it is not considered that the proposal would have a significant impact on biodiversity, therefore a s106 obligation to require off-site compensation does not meet the 'necessary' test in the NPPF and CIL Regulations.

6.21 *iv) Surface water drainage strategy*

The surface water drainage strategy for the site includes a green roof and permeable surfacing in the new car park with a sub-surface attenuation tank. The permeable car park will have a lined sub-base and will be connected to the existing sewers at a reduced flow rate. Basins and ponds were considered, however, they were discounted because of spatial restrictions. Furthermore, infiltration devices were not considered to be feasible due to ground conditions.

## **7.0 Community Infrastructure Levy and 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 for offices/warehouses is £0. Accordingly, no liability to CIL arises in the case of the development proposed in this application.

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

The council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants. In this case, the implementation of the proposed Travel Plan, submission and implementation of a Car Parking Management Plan and a financial contribution towards the long term monitoring of the Plans is sought.

7.2.1 Under Regulation 122 of the Community Infrastructure Levy Regulations 2010, where a decision is made which results in planning permission being granted for development, a planning obligation may only constitute a reason for granting planning permission for that development if the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

7.2.2 The contributions sought by the council are directly related to the proposed development as they mitigate impacts that will arise directly from it? and are fairly and reasonably related in scale and kind to the development. They are also

necessary to make the development acceptable in accordance with the council's planning policies. Accordingly, the contributions sought by council meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, the planning obligation can be taken into account as a material planning consideration in the determination of the application. The council's approach to seeking a financial contribution by means of a planning obligation is also fully in accordance with the advice set out in paragraphs 203 to 205 of the National Planning Policy Framework.

## **8.0 Conclusion**

- 8.1 The proposed development will increase the amount of employment floorspace on the site from the existing 1943sqm to 4787sqm. It will provide 3508sqm of new high quality Class B1(a) office floorspace which will make a contribution to the predicted shortfall in office floorspace. The proposal would make more efficient use of employment land and would support the growth of the existing business which would increase the provision of local jobs. As such, the proposal accords with the key objectives and employment policies of the Core Strategy.
- 8.2 The scale and contemporary design of the proposed building is considered to be acceptable. A detailed transport assessment has been carried out which shows that the proposal would have negligible impact on the local highway network. A Car Park Management Plan (CPMP) and Travel Plan has been submitted with the planning application which include measures to increase the proportion of trips by means other than as a car driver, including travelling as a car passenger, walking, cycling or public transport. There are considered to be no adverse effects that outweigh the benefits of the proposal, therefore it is recommended that the application should be approved subject to 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, conditional planning permission be granted subject to the conditions listed below:

#### Section 106 Heads of Terms

- i) To require the implementation of the submitted Travel Plan.
- ii) To require the submission and implementation of a Car Parking Management Plan.
- iii) To secure a financial payment to Hertfordshire County Council of £6,000 for the long term monitoring of the proposed Travel Plan and Car Parking Management Plan for the site.

#### 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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and any subsequent legislation that amends or supersedes this Order, the floorspace hereby approved shall only be used as an office and warehouse within Classes B1 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) as shown on the approved plans.

Reason: To accord with the employment designation of the land and the details of the submitted application.

3. All the external surfaces of the development shall be finished in the materials shown on the approved plans. 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:** In the interests of the visual appearance of the site, pursuant to Policy UD1 of the Watford Local Plan: Core Strategy 2006 - 31.

4. The approved landscaping scheme shown in document references PJC-0692-002 Rev B; PJC-0692-004 Rev A; PJC-0692-005 Rev A; PJC-0692-006; and PJC-0692-007 Rev A (or any alternative documents and plans submitted to and approved in writing by the Local Planning Authority) shall be carried out not later than the first available planting and seeding season after completion of the 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 site biodiversity, in accordance with Policies UD1 and GI3 of the Watford Local Plan Core Strategy 2006-31.

5. The approved tree protection measures shown in the Arboricultural Method Statement dated 11<sup>th</sup> October 2017 carried out by PJC Consultancy shall be implemented for the duration of the construction work, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect retained trees, in the interests of the visual amenity of the area.

6. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Drainage Strategy and SuDS Statement prepared by Elliott Wood Partnership Ltd, job number 2170244, revision P2, dated October 2017 and the approved drainage layout, drawing reference 2170244-EW-00-L00-DR-C-1000, revision P2, dated 7th February 2018 and the following mitigation measures:

1. Limiting the surface water run-off generated by the critical storm events to 22.8 l/s for the 1 in 1 year event, 57.5 l/s for the 1 in 30 year event and 96.0 l/s for the 1 in 100 year event including 20% for climate change allowance, so that it will not exceed the surface water run-off during the 1 in 100 year event plus 20% 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 130 m<sup>3</sup> (or such storage volume agreed with the LLFA) of storage volume in underground attenuation tank and additional

storage provided in lined permeable paving.

3. Discharge of surface water from the private network into the Ordinary Watercourse crossing the site.

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

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

7. No development shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

1. Detailed assessment of the Ordinary Watercourse crossing the site including CCTV survey to justify any additional maintenance and repair works needed prior implementation of the approved drainage scheme. If discharge to the Ordinary Watercourse of the surface water run-off generated from the site will not be feasible then an alternative discharge technique to a local surface water sewer should be implemented and confirmation from the relevant water company should be provided.

2. An updated drainage layout with identified informal flooding areas within the development site, showing the extent and depth of the flooding and under what rainfall event the flooding will occur.

3. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.

4. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout

its lifetime.

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

8. No development shall commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
  1. The programme and methodology of site investigation and recording
  2. The programme for post investigation assessment
  3. Provision to be made for analysis of the site investigation and recording
  4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
  5. Provision to be made for archive deposition of the analysis and records of the site investigation
  6. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

The development shall only be carried out in accordance with the programme of archaeological works set out in the approved Written Scheme of Investigation.

Reason: This is a pre-commencement condition to ensure that any archaeological remains are properly recorded, in accordance with Policy UD2 of the Watford Local Plan Core Strategy 2006-31. This needs to take place before development commences in order to ensure any remains present are not damaged or destroyed before they are recorded.

9. The building shall not be occupied until the archaeological site investigation and post investigation assessment has been completed in accordance with the programme set out in the Archaeological Written Scheme of Investigation approved under Condition 7 and the provision made for analysis and publication where appropriate.

Reason: To ensure that any archaeological remains are properly recorded, in accordance with Policy UD2 of the Watford Local Plan Core Strategy 2006-31.



10. The building shall not be occupied until a Servicing and Delivery Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall contain the delivery and servicing requirements (including refuse collection) for the proposed uses, a scheme for coordinating deliveries and servicing for the proposed development, areas within the development site that will be used for loading and manoeuvring of delivery and servicing vehicles, and access to / from the site for delivery and servicing vehicles.

Reason: In the interests of maintaining highway efficiency and safety.

11. No development shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
  - o all previous uses;
  - o potential contaminants associated with those uses;
  - o a conceptual model of the site indicating sources, pathways and receptors;
  - o and potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) 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.
4. 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 (3) 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 written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: The submitted Desk Study and Ground Investigation Report- Storm

Technologies, The Boulevard, Croxley Business Park, Watford, Hertfordshire (GEA, Issue 2, project ref J17203, dated 27th October 2017) is not considered sufficient to address any part of this condition as there are numerous issues with the various aspects of the conceptual site model (CSM).

12. The building hereby approved shall not be occupied until a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be 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: To ensure that contamination at the site has been satisfactorily remediated.

13. No development shall commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures.

14. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. No investigation can completely characterise a site. The condition may be appropriate where some parts of the site are less well characterised than others, or in areas where contamination was not expected and therefore not included in the original remediation proposals.

15. No infiltration of surface water drainage into the ground shall take place other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To protect the water environment, including groundwater, in accordance with saved Policy SE24 of the Watford District Plan 2000.

16. No piling or any other foundation designs using penetrative methods shall be carried out until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. The piling method statement must also demonstrate that there will be no resultant unacceptable risk to groundwater. Any piling must be undertaken in accordance with the approved piling method statement.

Reason: To protect the water environment, including groundwater, and any underground sewerage infrastructure, in accordance with saved Policy SE24 of the Watford District Plan 2000.

17. The building hereby approved shall not be occupied until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes has been submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of the building.

Reason: To ensure that redundant boreholes are safe and secure and do not cause groundwater pollution or loss of water supplies.

18. The development shall be carried out in accordance with the following drawings, unless otherwise approved in writing by the Local Planning Authority. The following drawings are hereby approved: PP-012; PP-100; PP-110; PP-120; PP-130; PP-210; PP-212; PP-220; PP-221; PP-230; PP-235; PP-240; PP-241; PP-300; PP-350; PJC-0692-002 Rev B; PJC-0692-004 Rev A; and

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

### 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. The Local Planning Authority has been positive and proactive in its consideration of this planning application, in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority suggested modifications to the development during the course of the application and the applicant submitted amendments which result in a form of development that maintains/improves the economic, social and environmental conditions of the District.
3. It is an offence to take or disturb the breeding or resting location of protected species, and precautionary measures should be taken to avoid harm where appropriate. If protected species, or evidence of them, is discovered during the course of any development, works should stop immediately and advice sought as to how to proceed. This may be obtained

from: Natural England: 0300 060 3900; the UK Bat Helpline: 0845 1300228 or Herts & Middlesex Bat Group: [www.hmbg.org.uk](http://www.hmbg.org.uk) ; Herts & Middlesex Badger Group; Hertfordshire Amphibian and Reptile Group, or a suitably qualified ecological consultant.

Badgers are protected under the Wildlife and Countryside Act 1981 (as amended) and the Protection of Badgers Act 1992, which makes it an offence to:

- Wilfully kill, injure or take a badger, or to attempt to do so;
- Cruelly ill-treat a badger; or
- Intentionally or recklessly interfere with a badger sett.

For birds, the removal of trees & shrubs should be avoided during the breeding season (March to September inclusive). If this is not possible then a search of the area should be made by a suitably experienced Ecologist and if active nests are found, then clearance must be delayed until the nesting period has finished.

For reptiles and amphibians, stored materials (that might act as temporary resting places) are raised off the ground e.g. on pallets or batons; and any rubbish is cleared away to minimise the risk of animals using the piles for shelter. Caution should be taken when moving debris piles or building materials as any sheltering animals could be impacted on.

Trenches should have escape ramps to provide an escape opportunity for any animals that may have become trapped.

4. 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

PP-012

PP-100

PP-110

PP-120

PP-130  
PP-210  
PP-212  
PP-220  
PP-221  
PP-230  
PP-235  
PP-240  
PP-241  
PP-300  
PP-350  
PJC-0692-002 Rev B  
PJC-0692-004 Rev A  
PJC-0692-007 Rev A

---

Case Officer: Chris Osgathorp  
**Email:       chris.osgathorp@watford.gov.uk**  
**Tel:           01923 278968**

## 2 The Boulevard, Blackmoor Lane, Watford, WD18 8YW



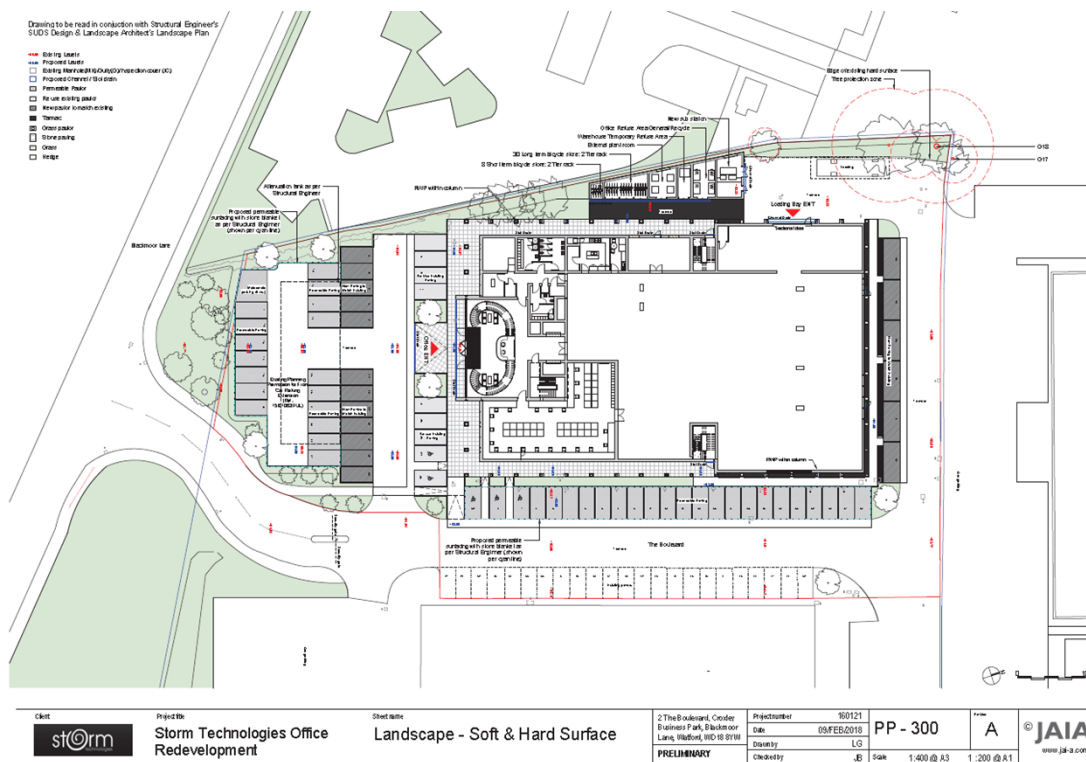


Existing aerial view



||Image from Google Maps

## Site layout





Front elevation



View from south



Proposed aerial view



PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>28<sup>th</sup> February 2018</b>
Site address:	<b>75-81 The Parade, High Street</b>
Reference Number:	<b>17/00459/FULM</b>
Description of Development:	<b>Demolition of existing buildings and redevelopment of site to provide new building comprising 4 storeys above ground level and two floors below ground level to create a 55 bedroom hotel with associated facilities.</b>
Applicant:	<b>Mr Hamdullah Erpolat</b>
Date Received:	<b>8<sup>th</sup> September 2017</b>
13 week date (major):	<b>8<sup>th</sup> December 2017</b>
Ward:	<b>Central</b>

## 1.0 Site and surroundings

- 1.1 The application site comprises three commercial premises contained within a part single and part two storey parade that fronts the High Street. These premises consist of a newsagent occupying the ground floor unit at 75 The Parade, a charity shop occupying the ground floor unit at No. 81 and a restaurant which occupies the remaining part of the site including the ground floor area of No.s 77-79 and the entire first floor level above No.s 75 - 81.
- 1.2 The site is situated on the northeastern side of the The Parade section of the High Street. It is located within the Town Centre Special Policy Area and also the Town Centre Primary Shopping Area, as detailed within Figure 6 (page 54) of the Watford Local Plan Core Strategy 2006-31. The ground floor level of the building forms part of the designated Secondary Retail Frontage as detailed on the Watford District Plan 2000 Proposals Map.
- 1.3 A road known as Gaumont Approach runs behind the site. This acts as a service road for vehicles accessing the Sainsburys supermarket (located to the northeast of the site) and also the rear of those commercial premises which are located along the northeastern side of the Parade.
- 1.4 The site lies within the Civic Core Conservation Area. There are no listed buildings

encompassed within the site. There are, however, a number of locally listed buildings and a statutory listed building within close proximity to the site. These include the Grade II listed Monmouth House at 85-95 The Parade and the locally listed building at 58-68 The Parade.

## **2.0 Proposed development**

- 2.1 Full planning permission is sought for the redevelopment of the site to provide a 55 bedroom hotel. The scheme will involve the demolition of the existing buildings with the new hotel building comprising 4 storeys above ground level and two floors below ground level.
- 2.2 The submitted plans indicate that the new building will feature a lobby and reception area, restaurant and café with associated kitchen facility at ground floor level.
- 2.3 The 55 guest rooms will be accommodated on the first, second and third floor levels.
- 2.4 Within the two level basement, it is proposed that one of these (-1 level) will provide car parking and cycle storage with the additional basement level (-2 level) accommodating a swimming pool, gym and spa facilities.
- 2.5 A stairwell and lift core will occupy a central position on every floor level of the building.
- 2.6 Vehicular access into the site will be gained via Gaumont Approach. A ramped access will be accommodated within the southeastern side of the building and this will allow cars to enter and leave the basement car parking area. A covered service bay will also be accommodated at the rear of the premises at ground floor level to provide valet parking and a taxi pick-up/drop-off area.

## **3.0 Relevant planning history**

- 3.1 There are a significant amount of historical planning records relating to the premises contained within the site. These include records of applications relating to their commercial uses, new shopfront alterations, extensions and new signage. Not all of the planning history has been listed in this report. However, the most recent and relevant planning history is outlined below.
- 3.2 Ref. 14/01655/FUL – Erection of a 2 storey rear extension – Refused Planning Permission in May 2015 for the following reasons:

1. *The proposal has the potential to result in an increase in anti-social behaviour, crime and disorder within the town centre, contrary to the objectives of saved Policy S11 of the Watford District Plan 2000, Policies SPA1 and TLC1 of the Watford Local Plan Core Strategy 2006-31 and paragraph 58 of the National Planning Policy Framework (NPPF) which seek to ensure that development contributes towards the creation of a family friendly environment and has no adverse effect on community safety.*
  2. *The application fails to demonstrate that adequate refuse and recycling storage, which would meet the demands of the premises contained within the site, can be suitably accommodated on site without compromising the visual amenity of the area and without overspilling onto the adjacent highway. The failure to provide suitable waste storage contravenes the provisions of Policy SE7 of the Watford District Plan 2000 and Policy SD4 of the Watford Local Plan Core Strategy 2006-31.*
- 3.3 Ref. 15/01090/FUL – Change of use from nightclub to cafe/restaurant (A3 Use) and erection of double storey rear extension – Conditional Planning Permission granted in December 2015.
- 3.4 Ref. 16/00150/PREAPP – Pre-application enquiry for the redevelopment of the site to provide a new hotel and ancillary facilities – The Local Planning Authority (LPA) responded to this enquiry in April 2016 following a review by the Major Applications Review Forum (MARF). Within its response, the LPA concluded that the principle of providing a 4 star or boutique hotel is acceptable within a town centre location such as this. However, the LPA expressed concerns with the design and form of the proposed building as it was felt that this would fail to enhance the streetscene or the wider visual amenity of the area. The LPA advised that the proposed development would dominate the setting of the nearby listed building and would have a detrimental impact on the character and appearance of the Civic Core Conservation Area. In addition, the LPA raised concerns that the proposal fails to demonstrate that suitable refuse, recycling, cycle storage and servicing arrangements could be achieved without causing further harm to the visual amenity of the site and its surroundings or the amenities of neighbouring occupiers. Furthermore, it was felt that the scheme failed to demonstrate that adequate noise mitigation measures could be achieved to ensure that the amenities of guests and neighbours would be safeguarded. Given the concerns raised with the scheme, the applicant was advised that an application for a scheme of this nature would not be viewed favourably.

#### **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.

*Watford Residential Design Guide*

*Watford Character of Area Study*

*Civic Core Conservation Area Character Appraisal*

*Locally Listed Buildings in Watford*

## **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 2 Ensuring the vitality of town centres

Section 4 Promoting sustainable transport

Section 7 Requiring good design

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

Section 11 Conserving and enhancing the natural environment

Section 12 Conserving and enhancing the historic environment

Decision taking

## **5.0 Consultations**

### 5.1 Neighbour consultations

5.2 Letters were sent to 48 properties surrounding the site.

5.3 One response in support of the application was received citing the following comments:

- If it is of suitable quality, it is in our opinion an appropriate addition to the variety of commercial activities in the Entertainment District in The Parade. It will enhance the look and appeal of the area, bring commercial benefits to Watford Town Centre and to existing local businesses, and produce additional employment for the area.

5.4 One response was received neither supporting nor objecting to the proposal but cited the following observations:

- I was interested to see that the applicant thinks that there is room in Watford for yet another hotel, albeit on a more modest scale than those recently approved.
- One cannot argue with the reason given on the application form for demolishing these buildings and by leaving No. 83 they simplify the problem of building next to Monmouth House.
- Front gables seem popular at the moment but I suppose here they are supposed to mirror those on Monmouth House: your Urban Design & Conservation Manager will be considering their suitability in this Conservation Area.
- There may also be the problem of the loss of still more retail on The Parade.

[Officer comment: The matters raised in the representations above are covered within the Appraisal section (Section 6) of the report below.]

5.5 The Watford Business Improvement District (BID) has submitted a representation. Their comments are set out in the table below:

Observations	Officer comments
Watford BID supports, in principle, the idea of a well-designed, good quality hotel which sits comfortably and adds to the existing architecture and offer of the town.	<p>The principle of a hotel use in this location is discussed in Section 6 under the heading of 'Principle of use'.</p> <p>The quality of the accommodation and facilities are discussed within Section 6</p>

	<p>under the heading of 'Quality of accommodation and facilities'.</p> <p>The design and architecture are discussed in Section 6 under the heading of 'Scale and design'.</p>
<p>Watford BID is concerned about the quality of design of the submission and the appropriateness of the materials proposed. It is considered the materials do not fit in with the local environment and could be viewed as being rather industrial.</p>	<p>Design and materials are discussed in Section 6 under the heading of 'Scale and design'.</p>
<p>The current proposed room configuration is for 2 single and 53 doubles. However, there is flexibility within the room sizes to allow for twins or include family rooms. We therefore question who are the proposed target market? This is an important as it will determine the impact on the town, the night-time economy and subsequent anti-social behaviour. If the hotel market is not clearly defined or the hotel well-designed it will receive negative comments and reviews, these will be placed within the public domain and reflect badly on the establishment and subsequently on the town and its reputation.</p>	<p>The layout is discussed in Section 6 under the heading of 'Quality of accommodation and facilities'.</p>
<p>Concern was raised about the lack of natural light available in a number of rooms – this will have a significant impact on the price that can be charged. Guidelines regarding natural light are set out by the AA, the design fails to meet the most basic of standards within the guidelines.</p>	<p>Natural lighting is discussed in Section 6 under the heading of 'Quality of accommodation and facilities'.</p>
<p>We feel a Business Plan is required to support the application with evidence that the applicant understands the hospitality sector and managing guest accommodation.</p>	<p>This is not a material planning consideration.</p>
<p>The BID is concerned about the layout, design, size and configuration of the rooms within the current design. The room composition will be determined by</p>	<p>The layout and quality of the accommodation proposed are discussed in Section 6 under the heading of 'Quality of accommodation and facilities'.</p>



understanding the target audience and the rating/standard of the establishment, all are key to understanding what the hotel will add to the town and its offer.	
A primary concern for hotels is customer safety – safe access and entry points for both guests and emergency services if required – this also impacts on the businesses ability to insure the property and business. There are some quite stringent criteria to meet in respect of hotel insurance. The current design has a single staircase with 2 lifts in the centre of the property. If a fire was to break out in the centre of the building where would the exit point be for guests and the access point for the emergency services?	<p>The proposal would need to satisfy Building Regulations which seek to ensure that suitable fire protection/safety measures are secured.</p> <p>With regard to insurance, this is not a material planning consideration.</p>
The BID has concerns around the potential for anti-social behaviour – but again this would depend on the target audience and management of the hotel and associated leisure facilities.	<p>Hertfordshire Constabulary Crime Prevention Design Service (CPDS) has been consulted and has also raised concerns regarding the potential for anti-social behaviour. Crime prevention will be influenced by how the hotel is managed. The CPDS does not object to the proposal subject to certain measures being implemented (see their comments below). Anti-social behaviour and crime prevention is discussed in Section 6 of the report.</p>

#### 5.6 **Statutory publicity**

The application was publicised by site notices and a notice published in the Watford Observer. The site notice period and the newspaper notice period expired on 18<sup>th</sup> October 2017 and 27<sup>th</sup> October 2017 respectively.

#### 5.7 **Technical consultations**

The following responses have been received from technical consultees:

#### 5.8 Urban Design & Conservation Manager

The comments of the Urban Design & Conservation Manager are outlined below:

The principle of the proposed hotel use in the town centre is not opposed and would fit in with the range of uses in the town centre. This leaves the discussion as one around the design of the building and the relationship of the proposed building to the surrounding area.

The conservation area and Monmouth House are both designated assets and are considered to have greater value than the non-designated locally listed buildings in the area.

#### Listed Building:

Monmouth House is statutorily listed at Grade II see full description below. No changes are proposed to the fabric of the listed building but its setting will be affected. The significance of this asset lies in:

- Its evidential value connecting the present day back to the town in the 17<sup>th</sup> century; part of the C17th remains internally and externally. Part was rebuilt in 1927. This value is strong.
- Historical value: the house was built for a high status occupant, the Earl of Monmouth and had substantial grounds which no longer remain. It illustrates the way society was structured at this time and has illustrative historical value; there is some associative historical value as well as the first owner was the Earl of Monmouth who was a significant figure in the early C17th.
- Aesthetic value: the house has strong aesthetic value; the house was designed and built to a particular design; it was split into two sections and part was refaced in the early 1800s; this part was later remodelled to replicate the southern part which has not been altered.

The setting of the building has been compromised and the grounds in which it once stood lost. However, the building does have a strong presence in the local street scene and this should be retained going forwards. The strong gable form of the listed building and the use of a distinctive brick create a significant sense of place which any new development should enhance.

The proposed design seeks to emulate the design features of the listed building with the use of a strong gable form on the front elevation; however the new gables are much wider at their base (7m as opposed to 4.5m); this combined with the use of a 600mm deep outline to the gables makes the gable form used too dominant in the context of the adjacent listed building. I am also concerned about the small building which remains between the listed building and the proposed hotel. The spring point for the new gables is higher than the eaves line on Monmouth House

which results in it appearing more dominant in the street scene than the listed building and will consequently harm the setting of the listed building.

#### Conservation Area:

This conservation area is composed of buildings from several building periods and buildings from different periods are located next to one another as can be found in many town centres. Despite this there is a unity of street composition in the townscape with a strong building line either side of the High Street. The proposed scheme lies just to the south of one of the key spaces around the reconfigured Pond. The sequential view along the Parade and High Street adds value and significance to the conservation area and proposals which have an adverse impact on this view. The area appraisal notes that whilst there is a variation in building height there is a consistency in terms of materials and rhythm which creates a coherence to the street scape. The more modern buildings are not so positive in terms of the street scape and their contribution to the conservation area is less significant.

Monmouth House makes a strong and positive contribution to the conservation area and the street scene in this part of the conservation area; the building is the most dominant and high quality building in the street scape here and this balance between the listed building and other nearby buildings should be retained when considering new buildings for this part of the conservation area. Since its construction this building has been the most significant built form in the street scene.

The buildings which are to be demolished are identified in the CA Appraisal and contributing positively to the local character; they are representative of a particular type of building typology used in the inter war period. To justify the loss of these buildings the replacement buildings must be at least equal value in terms of the conservation area.

Impact of the proposed scheme: as set out above the proposed scheme seeks to respond sympathetically to the listed building and the character of the conservation area through a reinterpretation of the gabled features on Monmouth House. The issue is that the gables on the new building are bigger than those on the listed building and the strong brick grid which takes a lead from the timber decoration on the buildings at 99-107 The Parade. The roof of the proposed building would also be visually dominant and overpower the listed building. The result is that the proposed new building would completely dominate the street scene of the conservation area at this point and would be visually intrusive. This would cause harm to the character and appearance of the conservation area.

### Locally Listed Buildings:

These are located slightly further away from the site than the listed building. The buildings at 99-107 The Parade are striking in their design making use of good red brick, which is patterned in places and a timber “Tudorbethan” style used; the building also has strong “Elizabethan” style chimneys. The somewhat heavy handed brick grid which is derived from the timber feature on these buildings will invite comparison and highlight the poor quality of the proposed building against the higher quality buildings elsewhere in the conservation area.

### Conclusions regarding impact on heritage:

In heritage terms the proposed building would neither preserve nor enhance the character or appearance of the conservation area; would cause harm to both the conservation area and to the setting of the listed building in terms of the role of the listed building in the street scene now and historically. I have seen nothing to suggest that the harm is outweighed by the public benefits of the scheme.

### Design Comments:

A two tier basement to the hotel providing car parking and a fitness facility is not likely to be viable. Both facilities can be found nearby and a hotel could seek arrangements for car parking to be provided for residents at an agreed rate in nearby local car parks with drop off facilities for those with mobility issues on Gaumont Approach.

### Layout:

Ground floor relationship to the public realm is not great; the rear which is in effect a front rather than a back, so that the building is double fronted, has a blank frontage which is set back to allow the valet parking and access to the underground car park. This space is basically dead frontage and creates a poor environment with no passive surveillance and locations where antisocial behaviour could take place. The frontage onto The Parade is better as there is a large café window and an entrance to both the café and the hotel, however the internal layout shows the hotel reception desk to be further inside the hotel with no direct sightlines to the entrance from The Parade. The internal layout of the ground floor is poor – the restaurant has no windows and the entrance is tucked away down a corridor. The layout could be improved by extending the ground floor on the Gaumont Approach side so that the building line is the same as the upper floors; provide windows for

the restaurant which look out onto the Gaumont Approach space and removing the basement car park.

It is unclear how the cycle parking will be accessed; it looks like cyclists will be expected to use the same ramp as the cars; this is not the preferred approach. It is not clear from the basement plans whether there is sufficient space around the stands for manoeuvring bikes safely in relation to moving vehicles. With poor design there is a risk that the cycle parking will not be used. Also, there should be staff shower facilities and a locker area.

Upper floors: several of the rooms located on either side of the building will have a very poor outlook onto the side of adjoining buildings. Some of the hotel rooms appear quite cramped and no space for wardrobes or cupboards shown; these rooms are likely to be unpopular and could compromise the success of the hotel.

The elevation design has been considered in the discussion regarding impact on heritage assets.

Overall, the design is poor in relation to the context; there are issues with the internal layout arrangements particularly in relation to the ground floor and basement levels; I think it unlikely that the lower basement level will be viable and gym/leisure facilities are available elsewhere in the town. The proposed building has poor relationship with the public realm to The Parade and to Gaumont Approach. This combined with the impact on the heritage assets suggests that the proposal does not meet the high standard of design required by both the NPPF and the local plan policies for new buildings in sensitive locations such as this.

#### 5.9 Contaminated Land Officer

No objection subject to a condition being imposed, were the Council minded to approve the application, to ensure that in the event that any contamination found during the works is reported and necessary remediation is agreed, carried out and verified.

#### 5.10 Hertfordshire County Council Waste & Minerals Team

No objection. The Waste & Minerals Team recommends that a site waste management plan be submitted, approved and implemented should permission be granted.

5.11 Local Highways Authority (Hertfordshire County Council Highways)

No objection subject to a condition being imposed, were the Council minded to approve the application, that requires the submission, approval and implementation of a construction management plan.

5.12 Hertfordshire County Council (Lead Local Flood Authority)

The Lead Local Flood Authority (LLFA) has confirmed that the information provided does not provide a suitable basis for an assessment to be made of the flood risks arising from the proposed development and has therefore objected and recommended refusal of planning permission.

5.13 Thames Water

No objection subject to additional information being provided and agreed in relation to proposed drainage and groundwater discharge.

5.14 Arboricultural Officer

The comments of the Arboricultural Officer are summarised below:

The proposed redevelopment of the site will have some impact upon a highway tree (a red oak) located to the front of the property in the High Street. Whilst two quite significant limbs would need to be removed (this would offset any root disturbance) this would not significantly harm the visual amenity of the tree.

5.15 Environmental Health

The comments of the Environmental Health Officer are summarised below:

Given the location of the proposed premise, there will be a number of factors that we would need to take into consideration:

- Noise from the surrounding environment.
- Noise that will be generated by this business.
- There will also be a kitchen within the premise, but there is no information on the commercial extract.

Regrettably, if there is no information on how these impacts will be reduced or eliminated, there is insufficient information to assess the application and would recommend refusal.

## 5.16 Hertfordshire Constabulary Crime Prevention Design Service

The comments of the Crime Prevention Design Service are summarised below:

**Type of Hotel:** Whilst a hotel could be beneficial in this location, there are various points to consider as regards designing out crime, etc. It is not clear from the layout, but it would appear that the hotel will be a budget hotel? If so, sometimes there can be more issues with crime in such locations, than expensive hotels. These issues are persons working in the area and having works laptops and tools with them, which are often targeted to be stolen, when guests are staying at such hotels. Also persons using the room as an informal meeting place to do drug deals, prostitution, etc. I detail some mitigation measures below.

**Parking:** Will there be any parking for people staying at the hotel, and if not where will they be directed to park. Often hotel guests' vehicles are targeted overnight to steal from, and therefore it is important that any parking is suitable and has good CCTV coverage. If guests will be directed to a nearby council car park, there may be a need for an extra CCTV camera for that car park, to help protect guests' vehicles. I would not want hotel guests/deliveries blocking Gaumont Approach, and causing obstruction.

**Storage for laptops, etc.:** There should be a room safe per room, large enough to hold a laptop, so guests can secure their works laptop safely and other small valuables, without fear of them being stolen.

**External recess areas:** External recess areas in a town centre can cause problems by creating an area where Anti-Social Behaviour (ASB) can occur. From the proposed layout, I am pleased to see there are no proposed recess areas, other than by the main entrance, although this is overlooked by the hotel reception, so there is good natural surveillance over this area.

When plans are worked up at a later stage, then deliveries and bin storage need to be considered, and these should be secure and not have any recess areas.

**CCTV:** There should be CCTV covering the front reception and all who enter and leave the hotel main entrance. There should also be CCTV along the hotel corridors on the various levels, as well as any bar area, and rear external doors, to assist staff at reception have control of what is happening and to deter drugs, prostitution, etc. I would look for a condition regarding this, if a full planning application were made.

Use as Hotel: Sometimes budget hotels become by default, hostels/HMOs looking after homeless and Social Services customers. Such a large hotel being used for such ancillary use for residents on a more permanent basis than guests just staying a few nights, can lead to crime such as drugs, prostitution occurring, etc., especially in a town centre location. I would look for a condition to limit its use as a hotel only, and not to become a hostel, HMO, etc., due to its location, if a full planning application were made.

Noise Mitigation: Watford has a vibrant night time economy, and as such this can cause noise and disturbance for hotel guests staying nearby, unless noise mitigation is built into the new building. There is next to this proposed development Bar 83 which is a nightclub/bar, and other night time economy premises nearby. I would look for such noise mitigation to be built into any new hotel building.

## **6.0 Appraisal**

### **6.1 Main issues**

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

- (a) Principle of use
- (b) Scale and design
- (c) Impact on heritage assets
- (d) Impacts on surrounding properties and uses
- (e) Quality of accommodation and facilities
- (f) Transport, servicing and parking
- (g) Impact on trees
- (h) Plant and machinery
- (i) Anti-social behaviour and crime prevention
- (j) Sustainable drainage

### **6.2 (a) Principle of use**

#### *Land use designations*

- 6.2.1 The site is located within the Town Centre Special Policy Area and also the Town Centre Primary Shopping Area, as detailed within Figure 6 (page 54) of the Watford Local Plan Core Strategy 2006-31 (CS). The ground floor level of the building forms part of the Secondary Retail Frontage as shown on the Watford District Plan 2000 (WDP2000) Proposals Map.

#### *New hotel use*



- 6.2.2 Policy SS1 of the CS advises that “The town centre will be the focus for shopping, leisure and cultural activities”. Paragraph 7.2.2 of the CS states that “The council is seeking to enhance the offer for families in the town centre and create a more balanced town centre which meets the needs of all residents and users at different times of the day and night” and that “the council will seek to ensure that the town centre’s vitality and viability are enhanced through the redevelopment of Charter Place and through encouraging additional retail and leisure development to locate in the town centre”. Paragraph 7.2.2 further advises that the council will encourage proposals which demonstrate that they support and enhance the town centre offer and will meet the objective of creating a more family friendly town centre.
- 6.2.3 Policy SPA1 of the CS advises that “Within the Primary Shopping Area, the main use will be retail with associated and complementary uses such as cafes and restaurants, mainly at ground floor level. On upper floors, uses which encourage a lively and vibrant town centre will be encouraged including residential, office and leisure use”.
- 6.2.4 The principle of a hotel use within the town centre is acceptable and in line with Policy TLC1 of the CS, which, in its accompanying Table 4 (page 58), identifies a need for centrally located 4 star or boutique hotels. However, it is clear from the submitted floorplans that the quality of the accommodation on offer is somewhat compromised; not offering the level of amenities one would expect for a 4 star or boutique hotel (see “Quality of accommodation and facilities” section below). In this regard, it is felt that the proposed hotel would not meet the objectives of the CS in terms of achieving the provision of high quality hotel accommodation.

*Impacts on retail function* 6.2.5 The proposal would result in the loss of the two existing retail units contained within the site (the newsagent at No. 75 and the charity shop at No. 81. N.B. the double-fronted unit occupying No.s 77-79 is currently in use as a restaurant). Notwithstanding the loss of the existing retail units, however, the new hotel would incorporate a café at ground floor level which would occupy more than half of the front portion of the building and which would present itself to the High Street. In this regard, the new hotel would continue to provide an active, commercial frontage across the majority of its front elevation. It is considered that the proposal would not cause any significant harm to the overall vitality and viability of the town centre given the range of other retail uses available within close proximity and would not, therefore, compromise the objectives of saved Policy S7 of the WDP2000. It is considered that a hotel use in this location has the potential to complement the other town centre uses that exist.

### 6.3 (b) Scale and design

- 6.3.1 Policy UD1 of the Watford Local Plan Core Strategy 2006-31 seeks to ensure that all new development is based on an understanding of the local characteristics of the surrounding area. At a national level, the government's planning guidance places a strong emphasis towards the creation of high quality environments through good design. Section 7 of the NPPF states that planning decisions should aim to ensure that developments "will function well and add to the overall quality of the area" and "are visually attractive as a result of good architecture and appropriate landscaping".
- 6.3.2 The proposed building would comprise four storeys to be built above ground level (and two basement storeys). It would incorporate a part pitched and part flat roof with three steeply-pitched gables at the front and three steeply-pitched gables at the rear. The existing building is part single and part two storey and is comparatively lower than some of the other buildings that exist within the town centre. There are taller buildings within the immediate vicinity of the site including those on the same side of The Parade as the subject site. It is felt that a building that is taller than the existing structure is acceptable in principle within a town centre location such as this. However, given the site's sensitive location which is within a conservation area and within close proximity to a statutory listed building (the grade II listed Monmouth House) and locally listed buildings, it is essential that the design, scale and massing respects these heritage assets and does not harm the visual amenity in general. The new building would rise higher than the three storey, listed Monmouth House building – located some 8 metres to the northwest of the site. It would also rise higher than the adjoining three storey building at 71-73 The Parade – located to the southeast. The building would have a fairly imposing impact on this part of the streetscene due to its height and massing and also its roof design which incorporates the use of strong gable features – discussed further in Section 6.4 below.
- 6.3.3 There is some uncertainty regarding the height of the neighbouring buildings as these are not shown consistently on the drawings. The existing elevations included on the drawing numbered WAT-EX-03 indicate that the adjoining building to the southeast (71-73 The Parade) measures 10.8 metres in height. The proposed elevations, however, indicate that the height of this adjoining building is 13.1 metres. Additionally, the front elevation included on the drawing numbered WAT-EX-03 indicates that the height of the adjoining building to the northwest (83 The Parade) is taller than the height of the subject building when viewed from the front. However, there is no such change in height. The drawings are not consistent and cannot be relied upon to provide an accurate representation of the relationship with the surrounding properties and its context within the streetscene.

6.3.4 The front elevation of the building would provide a continuous building line at ground floor level which would abut the pedestrianised part of the High Street, in the same way that the existing units address the street. The proposed upper floor levels would not follow the same front building line as the ground floor level and would, instead, feature a staggered arrangement with the northernmost part being setback from its southernmost part. Such treatment would create three vertical components to the building on the upper floor levels in a 'stepped' arrangement. Whilst the reasoning behind the staggered design of the upper floors on the front elevation is not explained within the application submission, it is likely that this articulation is an attempt by the architect to help reduce the impact that the building has on the listed building at Monmouth House and to respect the setback form of the upper level of the existing building and that at No.83. But it is felt that this design would result in a building form whereby the ground floor level appears somewhat separated from, and at odds with, the upper floors particularly where these are stepped back from the ground floor element i.e. the central and left-hand sections (when viewed from the High Street). This arrangement would result in the building having a rather disjointed appearance which would not make a positive contribution to the streetscene or the character and appearance of the Conservation Area.

6.3.5 The agent has referred to plans for the redevelopment of the site at 49-53 The Parade which were granted conditional planning permission in 2016 under application reference 16/00427/FUL. The approved, but yet to be implemented, scheme for 49-53 The Parade incorporates a three gable roof design that fronts the High Street. The agent appears to have cited this development to make the case that the new hotel would also adopt a similar form of architecture which takes its cue from the distinctive gables on the front elevation of Monmouth House. However, it is evident that the two schemes are markedly different from each other in terms of their overall design, appearance, height and scale. Additionally, while both sites are situated on the northeastern side of The Parade and within close proximity of each other, they do not have the same physical characteristics and do not share the same relationship with their respective surroundings. It must also be acknowledged that the site at 75-81 The Parade is located much nearer to a statutory listed building (that being Monmouth House) than the site at 49-53 The Parade and therefore it has a greater potential to affect the setting of this heritage asset. Having regard to the differences between the two schemes in terms of their form, their site's physical characteristics and their relationship with the surrounding built form, it is considered that they are incomparable. As such, the redevelopment of these two sites need to be considered on their merits based on their own individual circumstances.

- 6.3.6 The rear of the new hotel would abut Gaumont Approach and would incorporate, at ground floor level, a recessed area with an entrance leading into the reception area, a vehicular entrance to the ramped access that would lead into the basement car park, a taxi drop off/pick up lay by and a bin storage enclosure. The part of the rear elevation that would feature the entrance leading into the reception area would be surrounded by glazing allowing views into and out of the hotel towards/from Gaumont Approach. However, the rest of the ground floor rear elevation would feature no windows or glazing and would offer a bleak frontage to Gaumont Approach. The lack of any other openings here would result in an expanse of uninterrupted wall surface across a substantial portion of the rear elevation at ground floor level. This poor elevational treatment would be unattractive and would create a rather hostile environment with its expanse of dead frontage and lack of natural surveillance. The recessed nature of this part of the building would exacerbate its poor relationship with the street and the lack of passive surveillance.
- 6.3.7 While there would be some activity associated with the use of this area, for example, at times when guests arrive/leave by taxi, it is felt that overall this part of the building would offer a fairly unwelcoming appearance and a poor relationship with the public realm. It is accepted that the rear of the premises contained within the subject site do not currently offer a welcoming frontage within the Gaumont Approach streetscene; however, it is felt that a full-scale redevelopment of the site, such as that proposed, provides a good opportunity for this poor environment to be enhanced so as to make a positive contribution to, and add to the quality of, the area – as per the objectives of Policies UD1 and UD2 of the CS and paragraphs 58 and 64 of the NPPF. It is felt that with the current design, the opportunity to improve the environment in this location has been missed.
- 6.3.8 Overall, it is considered that the design is poor and would fail to respond positively to the site's context. It is also considered that proposed building would have a poor relationship with the public realm to The Parade and to Gaumont Approach. A design approach which seeks to incorporate a contemporary appearance and a roof form that incorporates gables, is not objectionable in principle. However, there are concerns that the design, in its current form, would fail to make the best opportunities of the site to create a high quality development that is demanded by both the local policies within the CS and the national objectives set out by the NPPF.

### *Materials*

6.3.9 The design seeks to use glazed curtain walling at ground floor level on the front elevation. A large proportion of both the front and rear elevations on the upper floors would be glazed. The glazed elements on the front and rear elevations would be framed by brick elements. The use of these materials is considered to be acceptable in principle. Were the council minded to approve the application then further details of the exact materials could be secured by condition.

#### 6.4 (c) Impact on heritage assets

6.4.1 The design of any scheme in this location requires careful consideration given the site's sensitive and prominent town centre location which is within the Civic Core Conservation Area and close to a statutory listed building (Monmouth House - which is a Grade II statutory listed building) and locally listed buildings. The proposed building must be assessed in terms of the impact on these designated heritage assets. At a local level, Policies UD1 and UD2 of the CS make clear that new development should respect and enhance the local character of the area in which it is located and should recognise and respond to features of historic value; safeguarding, understanding and promoting the historic environment (from historic buildings to strategic views).

6.4.2 Section 12 of the NPPF makes clear that in determining planning applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets (in this case the conservation area and listed buildings) and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

6.4.3 New proposals are required to preserve or enhance the character and appearance of the conservation area and be of high quality design, as required by paragraphs 63 and 64 of the NPPF and as reinforced by Policy UD2 of the CS.

6.4.4 Paragraph 128 of the NPPF advises that "In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting." It further advises that "As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary". The application has not been accompanied by a heritage statement and the submitted design and access statement does not describe the significance of the assets affected.

*Impact on Grade II listed building known as Monmouth House*

- 6.4.5 The application site is separated from the listed Monmouth House by one relatively small building only; that being 83 The Parade. The original setting of the building has altered over time as the town centre has developed around the listed building. However, the listed building has retained its significance within the street scene and in the conservation area. Its gable form and its distinctive brick finish on its exterior walls create a significant sense of place which any new development should enhance.
- 6.4.6 The proposed design seeks to emulate the design features of Monmouth House with the use of a strong gable form on the front elevation. The new gables incorporated into the new building would be much wider at their base to those found on the front elevation of Monmouth House however (7 metres as opposed to 4.5 metres). The new gables would also incorporate a 600 millimetre deep brick surround that would give these a 'heavy' appearance. It is felt that the gable form used on the new hotel would negatively compete with that of Monmouth House and would appear dominant in the context of this neighbouring listed building. The submitted drawings also indicate that the eaves associated with the gables on the front of the hotel would be higher than the eaves line on the front elevation of Monmouth House. It is felt that this would result in the new building appearing more dominant in the street scene than the listed building which consequently would cause harm to the setting of the listed building.

*Impact on character and appearance of the Civic Core Conservation Area*

- 6.4.7 The Civic Core Conservation Area Character Appraisal recognises that whilst there is a variation in building height there is a consistency in terms of materials and rhythm which creates a coherence to the streetscape. The more modern buildings are not so positive in terms of the streetscape and their contribution to the conservation area is less significant. The buildings which are to be demolished are identified in the Civic Core Conservation Area Character Appraisal (paragraph 8.7) as contributing positively to the local character. They are representative of a particular type of building typology used in the inter war period and to justify their loss any redevelopment must be at least equal value in terms of the conservation area.
- 6.4.8 As set out in the 'Scale and design' section above, it is considered that the proposed development would fail to achieve a high quality appearance that would sit comfortably within the streetscene. It is felt that the scheme would not make a positive contribution on the character and appearance of the Civic Core Conservation Area.

### *Impact on the nearby locally listed buildings*

- 6.4.9 Those locally listed buildings nearest to the subject site consist of: 58-68 The Parade – located directly opposite the site on the other side of The Parade; 97-99 The Parade – located approximately 35 metres northwest of the site and adjoining the northwestern side of Monmouth House, and; 101-117 The Parade – located approximately 50 metres northwest of the site.
- 6.4.10 The buildings at 97-99 The Parade and 101-117 The Parade have been constructed in red brick (patterned in part) with half timber detailing, and adopt a “Tudorbethan” style. The building at 101-115 The Parade also features “Elizabethan” style chimney stacks with a twisted, patterned brickwork design. The locally listed building at 58-68 The Parade has a different character and appearance to the aforementioned buildings and is Neo-Georgian in style.
- 6.4.11 It would appear that the brick-finished vertical and horizontal elements to be incorporated into the front and rear elevations of the new hotel are derived from the half timbering on the nearby locally listed buildings at 97-99 and 101-115 The Parade. It is considered that this approach would invite comparison and highlight the poor quality of the proposed building against the higher quality buildings found in the conservation area.

### *Conclusion regarding impacts on heritage assets*

- 6.4.12 Overall, it is felt that the design of the building does not positively respond to the character or appearance of the conservation area or the setting of the nearby listed building.

## 6.5 (d) Impacts on surrounding properties and uses

- 6.5.1 Residential properties are located within the building known as 58-68 The Parade which sits on the opposite side of the High Street to the subject site. The distance between the proposed hotel and the aforementioned building opposite is approximately 22 metres. Whilst this would be below the 27.5 metres privacy separation distance between residential properties, as set out within the Residential Design Guide, it must be acknowledged that the new building would have a similar relationship to the building at 58-68 The Parade as that which exists between the front elevation of 71-73 The Parade and this neighbouring building. It is acknowledged that within a High Street location such as this, the separation between opposing buildings is largely dictated by the width of the High Street itself and it would not be reasonable to expect a new building to be setback from the boundary it shares with the public highway as this could upset the pattern of

development and the character of the area. The new building would respect the separation provided between buildings along this part of the High Street and in a built-up town centre location such as this, some mutual overlooking is to be expected. It is felt that the development would not result in any significant reduction to the levels of privacy currently enjoyed by the residents living within 58-68 The Parade. The distance between the proposed building and 58-68 The Parade is also considered sufficient to ensure that the flats contained within this neighbouring building do not suffer any significant loss of outlook or natural light.

6.5.2 Windows are to be inserted within the flank elevations and side-facing roofslopes of the new building and these would face those properties that directly adjoin the site on either side. The adjoining three-storey building to the southeast (71-73 The Parade) does not feature any windows within its side elevation that faces the subject site and the scheme would result in no loss of light, outlook or privacy to this property. The first floor windows within the northwest-facing elevation of the new building would face the flank wall of the adjoining two storey building known as 83 The Parade – which itself does not contain any windows. The new windows at second and third floor levels would allow views to be afforded over the roof of No. 83 and towards those windows that exist on the upper floors of the southeast-facing elevation of Monmouth House. According to the plans, a distance of 8 metres would separate the windows within the northwest-facing elevation of the new hotel and those contained within the southeast-facing elevation of Monmouth House. As such, there is the potential for some overlooking to occur between these buildings. There is also the potential for the new hotel building to have an impact on levels of natural light and outlook to/from the rooms served by these windows. Notwithstanding this, it is understood that these windows do not serve any residential accommodation and it is felt that reasonable levels of natural lighting and outlook would be maintained for non-residential uses.

6.5.3 It is considered that the proposed development would not prevent the surrounding business uses from being able to continue with their commercial activities.

## 6.6 (e) Quality of accommodation and facilities

### *Layout and amenities*

6.6.1 Out of the 55 guest rooms proposed, 20 of these (equating to 36%) would be without a good level of outlook – either having their only windows facing, and sited within close proximity of, the flank elevations of the neighbouring buildings or being served solely by rooflight windows. Similarly, many of these rooms would suffer from poor levels of natural light due to the proximity of their windows to neighbouring structures. This type of arrangement would not only compromise the



amenities of the guests staying within the hotel but it also has the potential to affect the future development of the adjoining sites. Some of the rooms with side-facing windows would rely on their light being received via the adjoining properties. The light and outlook to these rooms would be dependent on how these neighbouring sites are developed themselves in the future. There is the potential that the development in its current form could jeopardise the future development of the neighbouring properties.

- 6.6.2 In addition, many of the guest rooms proposed would encompass only a small internal floor area and inadequate space to allow for a typical arrangement of furniture and the usual facilities that would be expected within a 4 star or boutique hotel room (i.e. a cupboard, desk, chair, television etc.) whilst also allowing enough room for guests to manoeuvre conveniently around such fixtures and fittings. In this regard, it does not appear that a 4 star or boutique hotel is proposed under the current submission as a significant proportion of the rooms would provide a level of accommodation which would be more in keeping with a budget hotel.
- 6.6.3 The submitted drawings show a substantial proportion of the guest suites (23 out of a total of 55 rooms) to cover a floor area of only 14 square metres including the shower rooms/bathrooms. The bedroom areas themselves contained within these suites would have less than 8.5 square metres floor area. It is also acknowledged that the majority of the shower rooms/bathrooms would also be limited in terms of internal floor area and would not appear to be large enough to accommodate a WC, hand basin and bath/shower with suitable manoeuvring space around these fixtures. While the council does not have an adopted policy which sets out minimum room size standards for hotel rooms (N.B. those contained within the Residential Design Guide relate to new residential development), there is a clear emphasis within the NPPF that new development should seek to secure high quality design and a good standard of amenity for all future occupants of buildings (paragraph 17). The NPPF further advises that new development should function well and create attractive and comfortable places to live, work and visit (paragraph 58). It is considered that the inadequate floor areas and contrived layout would fail to offer a high standard of accommodation and would contravene the objectives of the aforementioned paragraphs within the NPPF.
- 6.6.4 The submitted plans indicate that a restaurant would be provided at ground floor level. This would be separated from the café area at the front of the building and would not feature any window openings. Consequently, the restaurant would not benefit from any natural lighting or outlook. While natural light and outlook may not necessarily be essential for a restaurant, the lack of any window openings in this area further highlights the poor design and functionality of the building, particularly as an opportunity exists here to improve levels of lighting and outlook

within the restaurant whilst at the same time addressing the poor interface between the rear elevation of the building and the Gaumont Approach public realm.

#### *Noise mitigation*

- 6.6.5 Within this part of the Town Centre there are a number of late night establishments including nightclubs, restaurants and bars. Noise generated by the activity along the High Street can be substantial, particularly during weekends, and measures would need to be put in place in order to ensure that guests staying within the hotel are protected from noise disturbance. The application fails to demonstrate that suitable measures would be put in place to protect the hotel guests from external noise sources. This is also of particular concern given the potential for noise disturbance caused by the nearby late-night establishments and that created by air conditioning units and plant associated with commercial properties including those associated with the hotel use itself. The application fails to demonstrate that suitable measures would be put in place to protect the hotel guests from external noise sources. This would be contrary to the objectives of Policy SD1 of the CS, saved Policy SE22 of the WDP2000 and paragraphs 17 and 123 of the NPPF.

#### 6.7 (f) Transport, servicing and parking

##### *Car parking*

- 6.7.1 There are a number of public car parks located within close proximity of the site and guests using the hotel would be able to use these facilities. The site is also in a highly accessible location being located within the town centre and close to Watford Junction Station, Watford High Street Station and Watford Underground Station as well as within easy reach of frequent bus services. It is therefore acceptable in principle for no car parking to be provided for the proposed use. Nonetheless, the application details the provision of 13 on-site car parking spaces to be accommodated within the basement. A taxi pick-up/drop-off bay is also shown to be provided at ground floor level at the rear of the hotel. Both the basement parking and pick up/drop-off area are to be accessed from Gaumont Approach.
- 6.7.2 Turning diagrams have been provided to show that a standard-sized car could access the car park using the proposed ramped entry point. However, it is considered that the layout of the car park detailed on the submitted floorplans would not offer a convenient means of parking in that some of the spaces would have only 3.6 metres of manoeuvring space between them and the lift/stairwell core (whereas parking standards dictate that a 6 metre apron be provided). As such,

drivers would be unable to manoeuvre into and out of some of the spaces with ease and convenience, if at all, when the neighbouring spaces are also occupied. Turning diagrams have not been submitted to demonstrate how these spaces would be manoeuvred into and out of. This impractical arrangement could not only result in inconvenience for users of the car parking area but could also result in safety issues.

#### *Cycle parking*

- 6.7.3 Cycle storage is to be provided within the basement. This is considered to be an acceptable location for cycle parking – offering both a secure and weatherproof means of storage. It is recognised that cyclists using the ramped access may come into conflict with drivers entering or egressing the car park area and the way this access route is managed and shared between users would require careful consideration were the scheme to be implemented in its current form.

#### *Servicing*

- 6.7.4 The submitted plans indicate that a bin storage area would be provided at the rear of the premises. This would be accessed from Gaumont Approach. Refuse collection vehicles would not be able to draw off the highway whilst bins are collected and instead would be required to wait on Gaumont Approach. However, given the relatively low volume of traffic using Gaumont Approach (which is not a thoroughfare) it is considered that refuse collection vehicles and other larger service vehicles required to wait on the public highway for temporary periods would not have a significant impact on the safety and freeflow of the adjacent highway.

#### *Traffic generation*

- 6.7.5 Given the sustainable location of the site and the range of public modes of transport on offer, it is considered that the scheme is unlikely to result in any material increase in traffic on the surrounding highway network. The Local Highway Authority has been consulted and has raised no objection to the scheme on highways grounds subject to a construction management plan being secured by condition.

#### 6.8 (g) Impact on trees

- 6.8.1 The proposed development would have some impact upon a highway tree located on the High Street in front of the property. The council's Arboricultural Officer considers that two quite significant limbs would need to be removed to facilitate the works but has advised that this would offset any root disturbance. It is

considered that these works would not significantly harm the appearance of the tree, the amenity of the area or the character of the Civic Core Conservation Area.

#### 6.9 (h) Plant and machinery

6.9.1 Given the nature of the hotel use and the proposed facilities that it seeks to incorporate, which includes a swimming pool, gym, spa, café, restaurant and commercial kitchen, it is reasonable to assume that plant and machinery will be required to service it. Such equipment may include air conditioning units, other air handling units, kitchen extract equipment or other plant. The submitted floorplans show an area allocated to “kitchen extractor/risers” on floor levels 1-3. However, other than this, the application has not indicated where any of the other servicing equipment would be provided or how the kitchen extract system would terminate at roof level. In some cases, details of the plant and machinery can be secured by condition but in the case of the subject site there is a danger that such equipment could lead to harm to visual amenity or the amenities of guests and neighbours. As such, it is felt necessary that a strategy which provides details of the equipment locations, housing and noise mitigation measures should accompany the application. Indeed, the Environmental Health Team has been consulted and has also raised concerns regarding the lack of information in regard to these matters. It has not been demonstrated that such systems can be installed without compromising the visual amenity of the area or the amenities of the occupiers of the hotel or its neighbours.

#### 6.10 (i) Anti-social behaviour and crime prevention

6.10.1 The NPPF, in paragraph 58, makes clear that developments should “create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion”. This is supported by Policy UD1 in the CS which states “new development should minimise the opportunities for crime and anti-social behaviour through design that creates safe and attractive places”.

6.10.2 Concerns have been raised by Hertfordshire Constabulary regarding the potential for the hotel to allow criminal activity and anti-social behaviour to prosper (see ‘Consultations’ section of the report above). It is considered that some of the concerns raised by the Constabulary in terms of the potential for criminal activity would be dependent on how the hotel is managed and this would fall outside the scope of planning. There are, however, measures that would seek to reduce the potential for crime and anti-social behaviour that could be secured by condition were the Council minded to approve the application. These could include, for example, a condition to secure the installation of a suitable closed circuit television

(CCTV) system.

- 6.10.3 The inactive frontage at the rear of the hotel and its lack of natural surveillance is discussed in the 'Scale and design' section of the report above. It is considered that this dead frontage has the potential to result in the creation of an unwelcoming environment which could encourage anti-social behaviour, contrary to the aims of Policy UD1 of the CS and paragraph 58 of the NPPF.

6.11 (j) Sustainable drainage

- 6.11.1 Following a ministerial statement written by the Secretary of State for Communities and Local Government on 18 Dec 2014, all major planning applications submitted after 6<sup>th</sup> April 2015 are required to secure sustainable drainage systems (SuDS). This is reinforced by the Planning Practice Guidance (PPG) which states that "when considering major development, as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015, sustainable drainage systems should be provided unless demonstrated to be inappropriate". This requirement is supported by the objectives of paragraph 103 of the NPPF which emphasises the need to reduce flood risk.

- 6.11.2 The application has been accompanied by a SuDS report and the appropriate statutory consultee – that being the Lead Local Flood Authority (LLFA) has been consulted. The LLFA has reviewed the submitted report and has confirmed that the information provided does not provide a suitable basis for an assessment to be made of the flood risks arising from the proposed development. The LLFA has therefore recommended refusal based on the information provided. Taking into account the representation received from the LLFA, it is considered that the application fails to demonstrate that the development would not increase flood risk elsewhere, reduce flood risk overall and give priority to the use of sustainable drainage methods. For this reason, the application fails to comply with Policies SD1 and SD2 of the CS, paragraph 103 of the NPPF and the advice contained within the PPG.

**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 hotel floorspace 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. In this case, there is no requirement for a planning obligation.

## **8.0 Inaccuracies with the submitted drawings**

- 8.1 The submitted drawings incorporate the inaccuracies listed in the 'Recommendation' section below. Because of the inaccuracies, it is considered that the submitted drawings fail to provide an accurate representation of the proposed scheme and the relationship it would have with surrounding properties.

## **9.0 Conclusion**

- 9.1 It is considered that the principle of providing a high quality hotel within a town centre location such as this is acceptable. However, for the reasons outlined in this report, it is considered that the proposal would not achieve a high quality development that functions well and adds to the overall quality of the area.
- 9.2 The design and form of the proposed building would fail to enhance the character and appearance of the Civic Core conservation area or the streetscene. The proposed development would compete with the nearby listed building and would have a detrimental impact on its setting.
- 9.3 It is felt that the poorly conceived layout would fail to achieve a development that would function well and that would create an attractive and comfortable place for its users.
- 9.4 The proposal fails to demonstrate that suitable servicing equipment could be provided without causing further harm to the visual amenity of the site and its surroundings or the amenities of neighbouring occupiers. Furthermore, the scheme fails to demonstrate that adequate noise mitigation measures could be achieved to ensure that the amenities of guests and neighbours are suitably protected against.
- 9.5 The information provided does not provide a suitable basis for an assessment to be made of the flood risks arising from the proposed development. Consequently, the application fails to demonstrate that the development would not increase flood risk

elsewhere, reduce flood risk overall and give priority to the use of sustainable drainage methods.

---

## **10.0 Human Rights implications**

- 10.1 The refusal of planning permission will have a significant adverse impact upon the human rights of the applicants to develop their land. However, in this instance it is considered that the adverse impact of the development upon the human rights of the third parties outweighs the impact upon the human rights of the applicants.
- 

## **11.0 Recommendation**

That planning permission be refused for the reasons listed below:

1. The proposed building, by virtue of its design, scale and form, would fail to respond positively to the site's context and would cause harm to the visual amenity of the area. The building would incorporate a staggered building line on the upper floors of its front elevation. This design would result in a building form whereby the ground floor level (which incidentally would follow a continuous building line) would appear somewhat separated from, and at odds with, the upper floors. This arrangement would result in the building having a disjointed appearance. Additionally, the rear elevation would offer a rather hostile appearance at ground floor level that would not provide an attractive interface with the public realm and which may present opportunities for anti-social behavior. Overall, it is considered that the scheme would fail to make a positive contribution to the visual amenity of the area, the streetscene or the character and appearance of the Civic Core Conservation Area and would fail to minimise the opportunities for crime and anti-social behavior through design that creates safe and attractive places. This would be contrary to Policies SS1, UD1 and UD2 of the Watford Local Plan Core Strategy 2006-31 and paragraphs 17 and 58 and of the National Planning Policy Framework (NPPF).
2. The proposed roof of the building would incorporate a gable form which appears to take its cue from Monmouth House and the buildings at 97-99 The Parade and 101-117 The Parade. The proposed front and rear elevations would also incorporate brick horizontal and vertical elements which would appear to be derived from the half timbering on the buildings at 97-99 The Parade and 101-117 The Parade. Given the strong form and scale of the proposed gables, it is felt that these would appear dominant in the context of the streetscene and would compete with those found on the nearby listed and locally listed buildings which are proportionately smaller,

lower in height and less dominant overall. Similarly, it is felt that the elevational approach would invite comparison and highlight the poor quality of the proposed building against the higher quality buildings found in the area. Consequently, it is considered that the proposed development would have an adverse impact on the character and appearance of the Civic Core Conservation Area in which it is located and would also have an adverse impact on the setting of the nearby Grade II listed building known as Monmouth House, contrary to the objectives of Policies UD1 and UD2 of the Watford Local Plan Core Strategy 2006-31 and paragraphs 17, 58, 64, 133 and 137 of the National Planning Policy Framework (NPPF).

3. The proposed hotel, by reason of its poorly conceived layout, would fail to achieve a development that would function well and that would create an attractive and comfortable place for its users. A significant proportion of the proposed guest rooms would suffer from poor levels of natural light and outlook and would suffer from a lack of internal space that would not allow a typical arrangement of the furniture, fixtures and fittings usually expected within a hotel. Additionally, the restaurant would not be provided with any natural lighting or outlook and would not have an active frontage with the public realm despite it being apparent that there is an opportunity to allow this in the interests of enhancing the scheme. Furthermore, the parking arrangement within the basement shows an impractical layout for manoeuvring into and out of some of the proposed car parking spaces due to the limited amount of manoeuvring space afforded to them particularly taking into account their proximity to the stairwell and lift core. Overall, it is considered that the scheme would fail to optimise the potential of the site and would fail to take the opportunities available for improving the character and quality of the area and the way it functions. It would also fail to provide a good standard of amenity for all existing and future occupants of land and buildings. As such, the development contravenes the objectives of paragraphs 17, 58 and 64 of the National Planning Policy Framework (NPPF), saved Policy T21 of the Watford District Plan 2000 and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31.
4. Given the nature of the proposed hotel use and the facilities that it seeks to incorporate, which include a swimming pool, gym, spa, café, restaurant and commercial kitchen, it is reasonable to assume that plant and machinery would be required to service it. Such equipment may include air conditioning units, other air handling units, kitchen extract equipment or other plant. The submitted floorplans show an area allocated to “kitchen extractor/risers” on floor levels 1-3. However, other than this, the application has not indicated how any of the other servicing equipment would be provided or how the kitchen extract system would terminate at roof level. It has not been demonstrated that such systems could be installed on this site without compromising the visual amenity of the area including that of the



character and appearance of the Civic Core Conservation Area, the setting of the nearby listed building and/or the amenities of the occupiers of the hotel or its neighbours. This would be contrary to the objectives of paragraphs 17, 58 and 64 of the National Planning Policy Framework (NPPF), saved Policy SE22 of the Watford District Plan 2000 and Policies SS1, UD1 and UD2 of the Watford Local Plan Core Strategy 2006-31.

5. Within this part of the Town Centre there are a number of late night establishments including nightclubs, restaurants and bars. Noise generated by the activity along the High Street can be substantial, particularly during weekends. This is of particular concern given the potential for noise disturbance caused by the nearby late-night establishments and that created by air conditioning units and plant associated with surrounding commercial premises and the proposed hotel use itself. The application fails to demonstrate that suitable measures would be put in place to protect the hotel guests from external noise sources. This would be contrary to the objectives of Policy SD1 of the Watford Local Plan Core Strategy 2006-31, saved Policy SE22 of the Watford District Plan 2000 and paragraphs 17 and 123 of the National Planning Policy Framework (NPPF).
6. The application has been accompanied by a sustainable drainage systems report. However, the information provided does not provide a suitable basis for an assessment to be made of the flood risks arising from the proposed development. Consequently, the application fails to demonstrate that the development would not increase flood risk elsewhere, reduce flood risk overall and give priority to the use of sustainable drainage methods. For this reason, the application fails to comply with Policies SD1 and SD2 of the Watford Local Plan Core Strategy 2006-31, paragraph 103 of the National Planning Policy Framework (NPPF) and the advice contained within the Planning Practice Guidance (PPG).
7. A significant proportion of the 55 guest rooms proposed, would be served solely by windows on the side-facing elevations and roofslopes of the building. This type of arrangement has the potential to affect the future development of the adjoining sites. Some of the rooms with side-facing windows would rely on their light being received via the adjoining sites. The light and outlook to these rooms would be dependent on how these neighbouring sites are developed themselves in the future. There is the potential that the development in its current form could jeopardise the future development of the neighbouring properties. In this regard, the development does not meet the aims of paragraphs 17 and 58 of the National Planning Policy Framework (NPPF) which seek to ensure that developments: function well and add to the quality of the area, not just for the short term but over the lifetime of the development, and; secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

8. The submitted drawings incorporate the inaccuracies listed below (please note that this list is not exhaustive and other inaccuracies that are not identified in the list below may also exist) and, therefore, fail to provide an accurate representation of the proposed scheme and the relationship it would have with surrounding properties.
- The existing elevations included on the drawing numbered WAT-EX-03 indicate that the adjoining building to the southeast (71-73 The Parade) measures 10.8 metres in height. The proposed elevations, however, indicate that the height of this adjoining building is 13.1 metres. The drawings are not consistent with each other and the relationship that the proposed building would have with the neighbouring buildings and the public realm has not been clearly demonstrated.
  - The front elevation included on the drawing numbered WAT-EX-03 is entitled “Existing and Proposed Front Elevation”. However, this drawing does not represent the proposed front elevation which, incidentally, is detailed on the drawing numbered WAT-PR-03. The drawings are inaccurate and misleading in this regard.
  - The front elevation included on the drawing numbered WAT-EX-03 indicates that the height of the adjoining building to the northwest (83 The Parade) is taller than the height of the subject building when viewed from the front. However, there is no such difference in height between the buildings at the front and the drawings are inaccurate and misleading in this regard.

#### Informatives

1. In dealing with this application, Watford Borough Council has considered, in a positive and proactive manner, whether the planning objections to this proposal could be satisfactorily resolved within the statutory period for determining the application, 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. The proposal is not considered to achieve an acceptable and sustainable development for the reasons set out in this decision notice. The Council would nevertheless encourage discussion of alternative acceptable proposals by making use of the pre-application advice service, details of which are available on the Council’s web site.

#### Drawing numbers

WAT-EX-02  
WAT-EX-03  
WAT-PR-02  
WAT-PR-03  
WAT-PR-04  
WAT-PR-05  
WAT-PR-06  
WAT-PR-08  
WAT-PR-09  
WAT-PR-10  
WAT-PRtrk-01  
WAT-PRtrk-02  
Computer generated image (unnumbered)

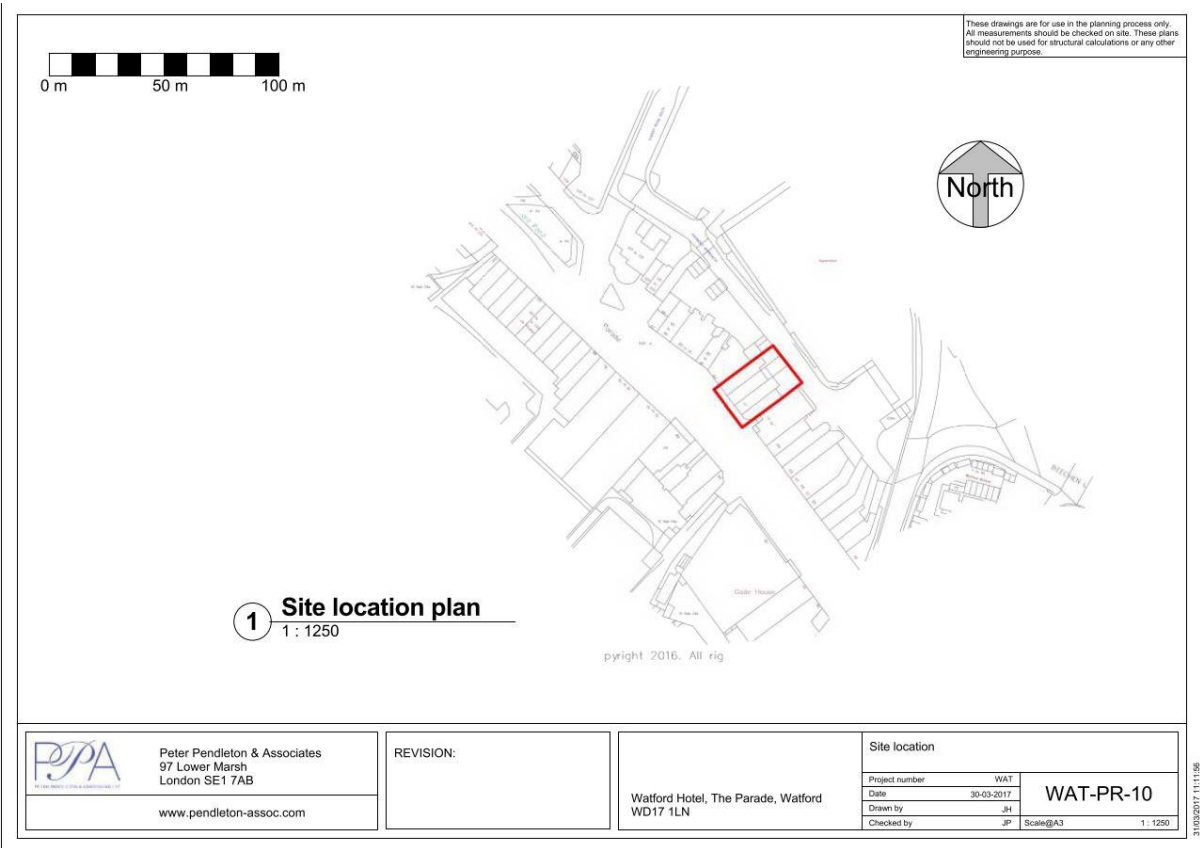
---

Case Officer: Simon Hoskin

Email: [simon.hoskin@watford.gov.uk](mailto:simon.hoskin@watford.gov.uk)

Tel: 01923 278598

75 - 81 The Parade High Street, Watford, WD17 1LN



## 1 - Aerial view (front)

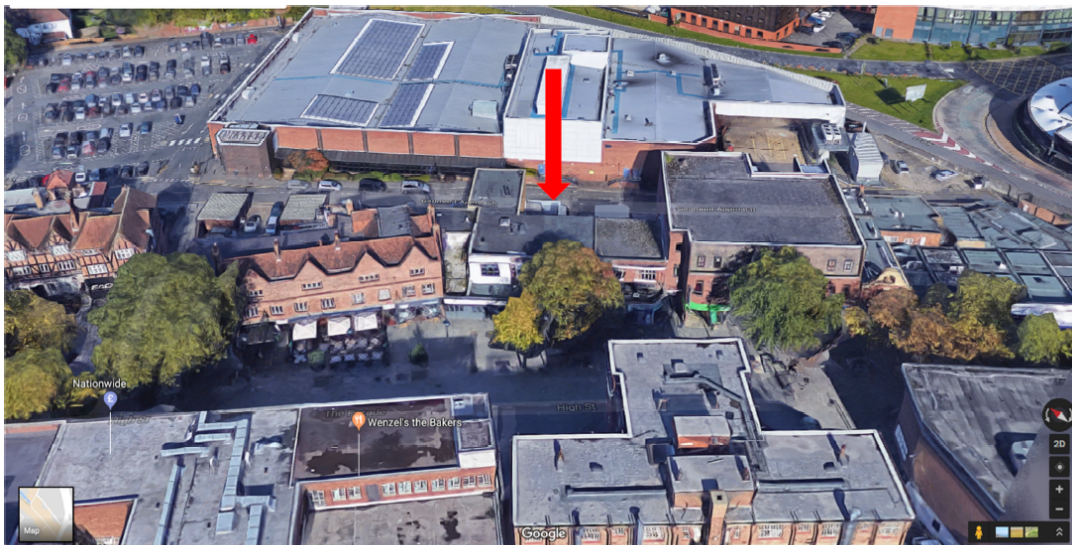


Image from Google Maps

## 2 - Aerial view (rear)



Image from Google Maps

These drawings are for use in PE planning  
as required under the Planning Act 2008.  
The drawings should not be used for  
any other purpose without the consent of  
the planning authority.

**Existing Ground Floor Plan**

**Existing First Floor Plan**

**1 Ground floor**  
1:100

**2 First floor**  
1:100

Scale bar: 0 5 10 m

Project Name: **EXISTING PLANS**

Project Number: **WAT-EX-02**

Issue: **Issue 01**

Drawn by: **J**

Checked by: **J**

Issue 01 of 1

[illegible]