



**WATFORD
BOROUGH
COUNCIL**

DEVELOPMENT MANAGEMENT COMMITTEE

16 May 2018

7.00 pm

Town Hall

Contact

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

Publication date: 8 May 2018

Committee Membership

Councillor P Jeffree (Chair)

Councillor S Johnson (Vice-Chair)

Councillors S Bashir, N Bell, R Laird, I Sharpe, M Turmaine, M Watkin and T Williams

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 25 April 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. **17/01395/FUL 17 Bucks Avenue** (Pages 4 - 22)

Erection of a new three bedroom dwelling to the rear of 17 and 19 Bucks Avenue
5. **18/00295/FUL 23 Green Lane** (Pages 23 - 35)

Demolition of existing detached house and erection of a detached building comprising 6 x 2 bedroom apartments and associated amenities
6. **18/00192/FUL Land adjacent to 4A Bay Tree Walk (formerly 10 Nascot Wood Road)** (Pages 36 - 59)

Construction of new 7 bedroom house on land formerly part of 4A Bay Tree Walk (formerly known as 10 Nascot Wood Road); alterations to previously approved dwelling ref: 16/00680/FUL (Amended plans submitted)

7. 17/01104/FULM 99 St Albans Road (Pages 60 - 86)

The redevelopment of the former Lloyds Bank site to provide a mixed use scheme for 14 residential units and retail units with associated cycle parking, car parking and waste and refuse storage

8. 18/00269/FULM Whippendell Marine, Whippendell Road (Pages 87 - 115)

Redevelopment of the site to provide 81 apartments in 3 apartment buildings with associated access, parking, amenity space, bin store and bicycle / residential storage areas.

Agenda Item 4

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Date of Committee:	17 May 2018
Site address:	17 Bucks Avenue Watford WD19 4AR
Reference number:	17/01395/FUL
Description of development:	(REVISED PLANS) Erection of a new three bedroom dwelling to the rear of 17 and 19 Bucks Avenue
Applicant:	Mr T Luke
Date received:	5th October 2017
8 week date (minor):	7th December 2017
Ward:	Oxhey

1 Site and Surroundings

- 1.1 The proposal relates to a parcel of land which currently forms the rear gardens of two buildings at numbers 17 and 19 Bucks Avenue. Number 17 is a single family house on two storeys, which stands on the corner of Bucks Avenue and Wilcot Avenue, which are both quiet residential streets in Oxhey. The site is not in a Conservation Area, it is neither nationally nor locally listed, and there are no protected trees on the site.
- 1.2 Bucks Avenue, consists of largely detached two storey houses, with occasional bungalows, that are sited on normally consistent building line but occasionally follow the curvature of the road by stepping of the building. This is a suburban area which has a relatively spacious character because of the gaps between properties and generous front gardens. The gaps between houses allow views of the mature trees to the rear, which contributes to the leafy feel of the area. The properties have large rear gardens.
- 1.3 Whilst the buildings, except for the occasional bungalows, in the estate are commensurate in terms of their scale, bulk and height, they display a variety of designs.
- 1.4 Because this site at number 17 is on a corner it addresses two streets: Bucks Avenue and Wilcot Avenue, the building in fact provides two front elevations and it is rather debatable which is the “front” and which is the “side” of this house. Its

address is on Bucks Avenue, and that is where its vehicular entrance and its drive is, with a gated side passage running down its right side. However the house's entrance door with its open porch is on the left side that faces Wilcot Avenue. The house has gardens at the front, and at the side nearest Wilcot Avenue, and at the rear. The house is fully visible from Wilcot Avenue because at that point it has a low picket fence, whereas the rear garden is screened from Wilcot Avenue and a white wall with a gate in it separates those two gardens.

- 1.5 This house was built in 1923, and it was one of several houses in a row that were of the same design. There is a row of six of them to the left of the junction with Wilcot Avenue (interrupted by a later infill house at number 5b) and those are numbers 3, 5, 7, 9, 11 and 13 Bucks Avenue. To the right of the junction there is a row of six of these houses (this site being the first of those) at numbers 17, 19, 21, 23, 25 and 27. There are also two buildings of a similar design opposite the site at numbers 24 and 18/20 (a pair of semi-detached houses). Further down the street the houses are of different designs, but are of a similar age.
- 1.6 Some of the neighbouring houses that were built to the same design have been extended or altered in different ways over the years, but they are all still characterised by the same original design. They are deep two storey houses with hipped roofs, the ridges running back at right angles to Bucks Avenue. They are finished in white render. They have front and rear gardens.
- 1.7 There is a small solidly built outbuilding in the rear garden, abutting the side boundary with number 19. The proposal will in fact relate to this garage and will encompass part of the rear garden of number 19, which is currently no structure and provides only amenity space.
- 1.8 The rear gardens of both houses are relatively deep and approximately measure 28m and the plots are generally wide measuring approximately 12m.
- 1.9 Both houses have been subject to later extensions; these extensions can best be seen on aerial photographs. 19 Bucks Avenue has had double storey extensions added on both sides, with a deep staggered single storey rear extension. These types of extension are common in the area. For instance the neighbour at 13 (separated from this site by Wilcot Avenue) has a double storey side extension that is readily visible from the street. The recent extension at number 17 has a similar style to those precedents. Further, a small side dormer window has been added to this house, facing towards 19 Bucks Avenue, and on that same roof slope photovoltaic solar panels have also been installed.

- 1.10 The proposed dwelling will sit adjacent to number 2 Wilcot Avenue. This is a two storey semi-detached house which makes a pair with number 4. No. 2 benefits from a two storey side extension, which abuts the application site boundary. The pair of semi have a Gable end roof and are sited at an angle to Wilcot Avenue. The gardens of the pair of the semi-detached measures approximately 18.5m and will stretch all the way along the gardens of numbers 17, 19 and 21 Bucks Avenue.
- 1.11 Beyond the pair of semi, there is a bungalow at the corner of Wilcot Avenue and Talbot Avenue. The Wilcot and Talbot Avenue being a loop of semi-detached houses of the same period.
- 1.12 The site is located with convenient connections to public transport nodes including the Bushey Railway Station and Bus routes into Harrow and Watford. Local community shops are in close proximity and supermarkets in Watford Town Centre could be accessed by a short bus journey.

2 Proposed Development

- 2.1 The proposed development will include the demolition of the existing garage and the erection of a new two storey 3 bedroom dwelling house. The proposal will also provide a front garden which as well as landscaping, will also provide two parking spaces. The proposal will also provide a garden amenity space to the rear.
- 2.2 The proposed development will face onto Wilcot Avenue and will be positioned adjacent to the pair of the semi-detached houses at numbers 2 and 4 Wilcot Avenue.
- 2.3 The proposed building will sit adjacent to number 2 Wilcot Avenue, at a distance of about 1.5m. It will slightly project to the front of its neighbour at number 2 Wilcot, but will assume a distance of about 6m from the front boundary of the site.
- 2.4 In terms of the height at its eaves the proposed development will line up with the eaves of the adjoining house at number 2 Wilcot Avenue. But it will be slightly lowered at its ridge. The proposed building will be 9m wide and approximately 9m deep.

3 Planning History

- 3.1 Both buildings as well as the adjoining house at number 2 Wicox Avenue have been

subject to extensions on various occasions;

No. 17

04/00970/FUL RPP 16.12.2004 Erection of single storey side and rear extension and alterations to existing garage wall

05/00363/FUL CPP Erection of two storey side extension

13/00375/FULH RPP 14.06.2013 Erection of a single storey extension

13/00812/FULH CPP 02.10.2013 Erection of part double, part single storey extensions and a porch.

74/00540/FUL PD 14.01.1975 Installation of a bathroom within existing dwelling including forming a window in the south flank wall

No. 19

01/00109/FUL CPP 02.04.2001 Single storey rear extension 21.09.1994

94/0308/9 CPP 21.09.1994 Part one part two storey side extension 21.09.1994

94/0045/9 CPP 24.03.1994 To gable existing hipped end roof, erect dormer window to rear and convert loft space 21.09.1994

2 Wilcot Avenue

16/00090/FULH CPP 17.03.2016 Loft conversion with rear dormers. 23.09.1987

87/00164/FUL COND 24.09.1987 Two storey side extension. 23.09.1987

4 Relevant policies

4.1 National Planning Policy Framework

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 27th March 2012 and is a material consideration in planning decisions. It does not change the statutory status of the development plan as the starting point for decision making. Planning Policy Guidance Notes and Statements have been cancelled and replaced by the NPPF. Particularly relevant sections are:

4.2 The 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 Part 1: Core Strategy 2006-31 (adopted Jan 2013)
- (b) the continuing “saved” policies of the Watford District Plan 2000
- (c) the Hertfordshire Waste Core Strategy And Development Management Policies Document 2011-2026
- (d) the Hertfordshire Minerals Local Plan Review 2002-2016

Watford Local Plan: Core Strategy 2013

- SS1 Spatial strategy
- UD1 Delivering high quality design
- SD1 Sustainable Design
- SD2 Water and Waste Water
- SD3 Climate change
- SD4 Waste
- HS1 Housing supply and residential site selection
- HS2 Housing mix
- T2 Location of New Development
- T3 Improving Accessibility
- T4 Transport Assessments
- T5 Providing New Infrastructure
- INF1 Infrastructure delivery and planning obligations

Watford District Plan 2000

- SE22 Noise
- SE23 Light Pollution
- H9 Back land development
- T10 Cycle Parking Standards
- Policy SE7 - Waste Storage and Recycling in New Development
- Policy SE37 - Protection of Trees
- Policy SE39 - Tree Provision in New Development

Supplementary Planning Guidance;

Residential Design Guide (adopted 2014)

National Planning Policy Framework 2012

- 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 11 Conserving and enhancing the natural environment

- 4.3 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.

4.4 Supplementary Planning Guidance

The following Supplementary Planning Documents are relevant to this application:

Residential Design Guide (SPD adopted 2014, amended 2016)
Watford Character Of The Area Study (SPD adopted Dec 2011)

Background Documents

The Manual For Streets

Technical Housing Standards – Nationally Described Space Standard (Department for Communities and Local Government 2015). Watford Borough Council has formally adopted these standards in 2016. They are included in the Residential Design Guide supplementary planning document (updated Aug. 2016) sections 7.3.5 to 7.3.8.

5 CONSULTATIONS

- 5.1 Two rounds of consultations have been exercised in respect of the original and the subsequent revised scheme. A total of 17 letters were sent on each occasions to the following neighbours;

28 Bucks Avenue, Watford, Hertfordshire, WD19 4AS
26 Bucks Avenue, Watford, Hertfordshire, WD19 4AS

24 Bucks Avenue, Watford, Hertfordshire, WD19 4AS
22 Bucks Avenue, Watford, Hertfordshire, WD19 4AS
20 Bucks Avenue, Watford, Hertfordshire, WD19 4AS
18 Bucks Avenue, Watford, Hertfordshire, WD19 4AS
2 Talbot Avenue, Watford, WD19 4AX,
3 Wilcot Avenue, Watford, WD19 4AT,
2 Wilcot Avenue, Watford, WD19 4AT,
23 Bucks Avenue, Watford, Hertfordshire, WD19 4AR
13 Bucks Avenue, Watford, Hertfordshire, WD19 4AR
21 Bucks Avenue, Watford, Hertfordshire, WD19 4AR
11 Bucks Avenue, Watford, Hertfordshire, WD19 4AR
4 Wilcot Avenue, Watford, WD19 4AT,
1 Wilcot Avenue, Watford, WD19 4AT,

In total 7 letters of objections have been received. 5 objections were received in respect of the original scheme. However, two objections have been received in respect of the current scheme, both latter objections are from addresses in Bucks Avenue.

The following is a summary of the representations that have been received;

- The cramming of the house into small back garden
- Loss of trees, landscaping
- Loss of privacy
- Site location plan is old, out of date and hence miss-leading
- Additional pressure on parking provision
- Not sufficient number of letters to the neighbours have been sent
- Flood risk
- The existing crossover has not been constructed legally.

5.2 Statutory consultations

The council's tree officer has made the following comments;

The proposals will require the removal of three trees and a short section of conifer hedge within the gardens of 17 & 19 Bucks Avenue: a small shrub will need to be removed within the highway verge. These removals are considered acceptable as trees both within the gardens and on the highway verge will not be affected and consequently the removals will not significantly affect the character of the area.

5.3 Herts Highways

Have been consulted and have commented that subject to conditions they would

not object to the scheme. Herts Highway is requires that the proposed front drive way shall incorporate permeable surface.

6.0 **Appraisal**

6.1 **Main issues**

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

- (a) The effect of the proposed development on the character and appearance of the surrounding residential area,
- (b) The impact upon the amenities of the adjoining occupiers
- (c) The quality of the proposed house in terms of residential standard
- (d) Access, parking and traffic generation

Design Considerations

- 6.2 The proposed house will face onto Wilcot Avenue. One of the key issues here is the impact of the proposed development upon the visual amenity of the area.
- 6.3 The built form and the design of the proposed development have been subject to negotiation with the applicant and the scheme has been revised in accordance with officers' advice. The present scheme is considerably different from the originally submitted scheme. The original scheme incorporated a chalet style bungalow with atypical design and roof form. That scheme also incorporated a much greater footprint. After several revisions to that scheme, the officers were not satisfied with the resulting outcome and finally the bungalow design was abandoned. The officers encouraged either a modern design (preferred option) or a traditional design along the established pattern of design in the area. The applicant opted for the second option.
- 6.4 The proposal involves the demolition of an existing garage which does not benefit from any architectural merit and make no positive contribution to the character of the area.
- 6.5 The character of the area is defined by detached and semi-detached houses fronting public roads with front and rear gardens relative to the size of house and relatively uniform plot width and depth. The proposed dwelling arrangement of the plots and building relates well to the existing layout and grain of development in the area. In particular by including the rear garden of number 19, the proposed

house will have an acceptable rear garden which will be in keeping with the character of the area.

- 6.6 In terms of its scale the proposed building has been particularly designed to be subordinate to other buildings within the vicinity of the site.
- 6.7 The proposed dwelling will follow a traditional design. It will incorporate hipped roof on all sides and will depict a two storey bay features on both the front and rear elevation. To create a picturesque external appearance, part of the roof eave on this house has been lowered to ceiling level of the ground floor elevation and over the cat-sliding feature a dormer window has been created on the lowered eaves at the first floor level. The proposed dormer has a flat roof design to reduce its scale and bulk. The proposed dormer window is well proportioned and forms an interesting feature to the appearance of the building. The proposed dwelling, in fact will be an almost copy of a number of similar buildings in Wilcot Avenue and in other streets in the estate.
- 6.8 Given the location of the site within a largely suburban area of predominantly traditionally designed dwellings, the strategy to assume a conventional design is considered to be a safe and appropriate approach here.
- 6.9 It is now considered that the proposed building will respond well to the site specific constraints by creating a building of balanced proportions and appropriate design.
- 6.10 Fears have been raised claiming that the proposed development, if permitted, may set an unacceptable precedent in this area by building to be built in the back gardens. However, it is considered this proposal will replace a garage with little design merit at the far end of the rear a garden benefiting from a deep rear garden with direct access to the road frontage, example of which is not readily available in the estate. In any event, any development will have to be decided on its own merit considering the characteristics of the site and surroundings.

7 Effects on neighbours' living conditions

- 7.1 The proposal only marginally protrudes beyond the rear elevation of its neighbour at number 2 Wilcot Avenue. Therefore, the proposed building would not infringe the 45 degree lines in plan and elevation measured from the centre of the nearest rear windows of No.2 Wilcot. Although there will be some loss of light to the neighbouring gardens, given its distance the proposal will not result in significant technical loss of daylight or sunlight to the occupiers of the neighbouring buildings.

- 7.2 Given its location to the rear of a number of houses, the most significant amenity issue relates to overlooking and loss of privacy to the neighbours. The proposed building has a relative depth of between about 9 and 10metres away from the rear boundary. There are two windows to the rear elevations which are approximately just over 10m away from the rear boundary with respect to number 21 Bucks Avenue. The Residential Design Guide, recommends a distance of 11m. Therefore there will be a slight breach with respect to the RDG standard. However, within a built up residential area, there is already mutual overlooking to gardens and this is not a new impact nor is it harmful. The windows would not infringe the privacy arc to neighbouring windows and so would not create overlooking to the houses that would affect privacy. It is therefore considered that the proposal will not result in any significant overlooking or loss of privacy to the neighbouring houses.
- 7.3 Overall it is considered that the proposal will have an acceptable impact upon the residential amenities of the adjoining occupiers.

8 Living condition of the future occupiers

- 8.1 The scheme provides an acceptable design with sufficient floor space. The building will have windows on both rear and front sides providing reasonably good level of daylight, sunlight and outlook.
- 8.2 The proposal will provide over 110m² of residential amenity which well exceed the recommendation with respect to RDG of 65m².
- 8.3 It is considered that the proposed dwelling will provide a high quality dwelling with sufficient amenity space.

9 Impact on highways condition, access and parking

- 9.1 The proposed development will provide two parking spaces, which is considered that it will satisfactorily cater for the demand it will generate. The level of parking is in line with the council's residential guide. The street is rather quiet and line of visibility to road is acceptable. It is considered that the proposal will have an acceptable impact upon the safe and free flow of the adjacent highway.
- 9.2 The Local Highways Authority does not object to the proposed access and does not consider that the proposal will have any significant adverse impact upon the highway safety.

9.3 Consideration of objections received

Objections	Officer's response
The building will not be in keeping with the character of the area.	The issue has been fully considered in the body of the report. It is considered that the revised scheme provides a design, layout, bulk, scale which will be in keeping with the character of the area.
The proposal could not be built because of the underground stream.	The issue with regards to drainage and the potential conflict with underground stream could be more effectively dealt under building control regime.
The site plan is old and misleading.	The proposed drawings are however clear and accurately reflect the proposed development
There are inaccuracies in drawings in particular with reference to trees.	There appear to be no inaccuracies in the revised scheme.
<p>The existing cross over is not legitimate, it has been formed without obtaining the appropriate permission.</p> <p>The grass verge belong to the council and the new extended cross over will require further right of way access over the land.</p> <p>The extent of the proposed cross over is not clear.</p>	The issue of property rights, or highways matters are not within the remit of planning control. Planning permission will not override the other property related issues. Further highways matters including the formation of new dropped kerb will be dealt with by the highways authorities.
There is no difference between the current application and the one which it has replaced.	The scheme has substantially been redesigned.

The issue of subsidence to adjoining house has not been addressed.	This issue is rather a matter for building control and should be considered under party wall legislation.
This will set an unacceptable precedent for back land development.	Each proposal will be considered in accordance to their own remit.
Insufficient space for a dwelling on this site.	The application building provides suitable residential accommodation for the future occupier of the site. All rooms meet the council's guidance and the amount amenity space is now considered to be sufficient. In an urban location, normally the open space are overlooked by other neighbouring buildings. This will not be any different.
Flood risk.	Appropriate condition such as requirement for the provision of permeable surface for front drive will be included to reduce the risk of flooding.
Light pollution from potential external lights.	A condition is recommended here to prevent unacceptable external lighting.
Loss of and impact on trees.	The council's tree officer has considered the loss of trees will be acceptable.
The development is not sustainable as it does not improve the amenities of the existing and future occupiers of the site.	The proposed house will be built in a sustainable location utilizing a brown field site.

10 Conclusion

10.1 The development will provide a small family house on a previously developed land in a sustainable location, thereby, meeting the key priority objective of both local and national planning and housing policies. The proposal in land use term is therefore particularly welcomed.

10.2 Following amendments, the proposed scheme will provide a building of an acceptable size, bulk and scale with appropriate design which will be compliant with the objectives of the RDG and would not harm neighbours.

- 10.3 The proposal will replace an unsightly and disused garage with a building of modest proportion and graceful design. Hence, the proposed development will preserve and enhance the character of the area.
- 10.4 Given its scale, bulk and design the development will not cause significant harm to the amenities of the adjoining occupiers.
- 10.5 The development will have an acceptable impact upon highway condition and the safety of the road users.
- 10.6 It is therefore recommended that planning permission be granted for the proposed development, subject to conditions.

11 **Human rights implications**

- 11.1 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.

12 **Recommendation**

Grant planning permission subject to the following conditions;

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

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

- 2 No development shall commence within the site until full details or 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 Policy UD1 of the Watford Local Plan: Core Strategy 2006 – 2013 (Adopted January 2013).

- 3 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 dwelling 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).

- 4 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 window on the flank elevation of the extension hereby approved shall be installed without the prior written permission of the Local Planning Authority.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to policy SD1 of the Watford District Plan 2000 and the advice given in the adopted Watford Residential Design Guide 2014.

- 5 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.

- 6 No external lighting shall be installed on the site except in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity of the site and to protect the residential amenities of the occupiers of neighbouring properties.

- 7 The development shall not be occupied until the scheme for parking and manoeuvring and layby indicated on the drawing hereby approved (or any subsequent amendment agreed in writing by the Local Planning Authority) has been laid out and made available for use and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

- 8 The development shall be carried out in accordance with the following drawings, BD/18/02/1B, 2B & 3C and site location plan unless otherwise agreed in writing by the Local Planning Authority.

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

- 9 Prior to the occupation of the development hereby permitted, the driveway and parking area shall be surfaced by permeable paving.

Reason; To ensure the surface water disposed separately so that it does not discharge on to highways.

Informatives:-

- 1 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/3

93927/Party_Wall_etc__Act_1996_-_Explanatory_Booklet.pdf

- 2 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.

- 3 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:

- 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

Drawing Numbers

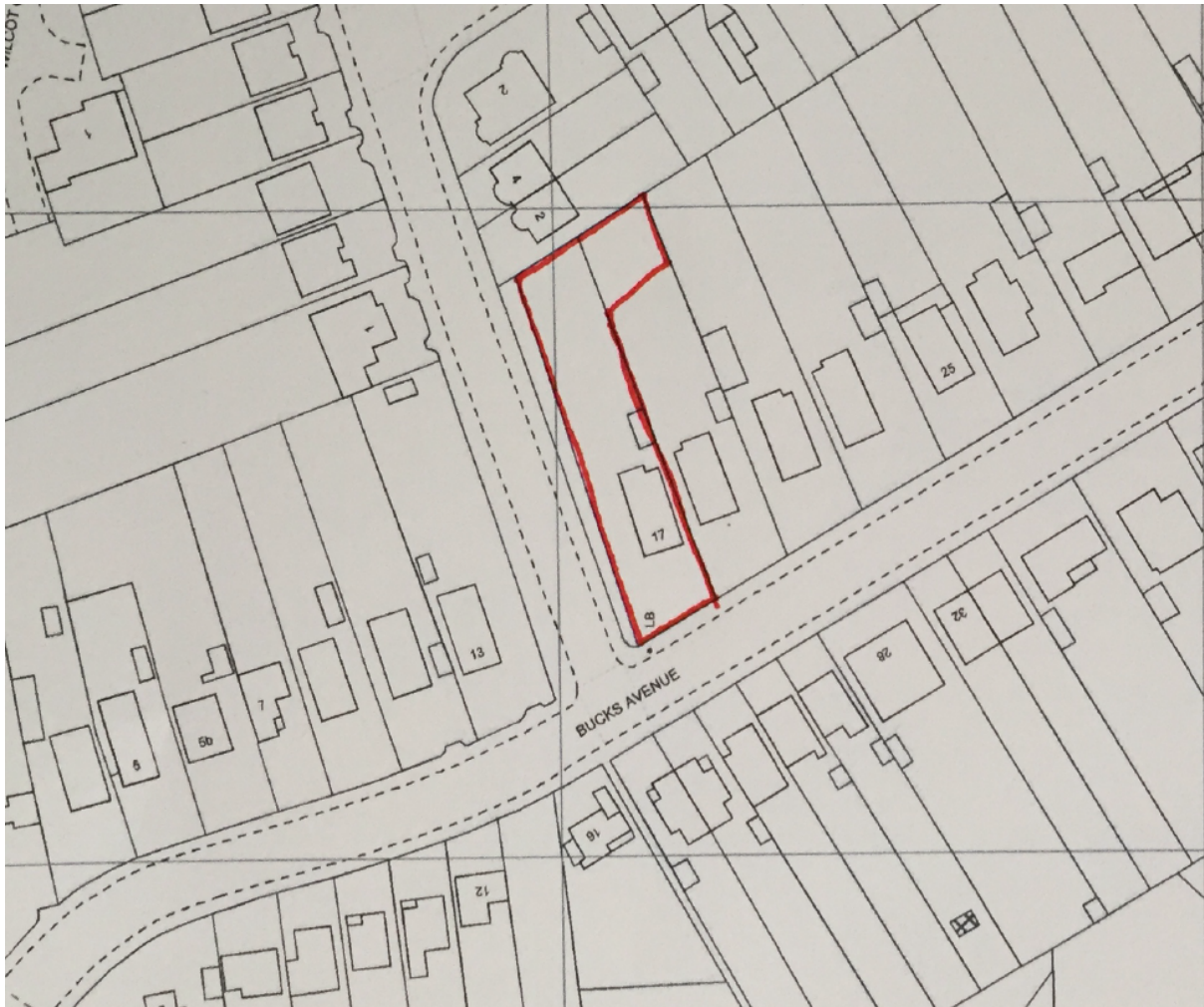
BD/18/02/1B, 2B, 3C and site location plan

Case Officer: Habib Neshat

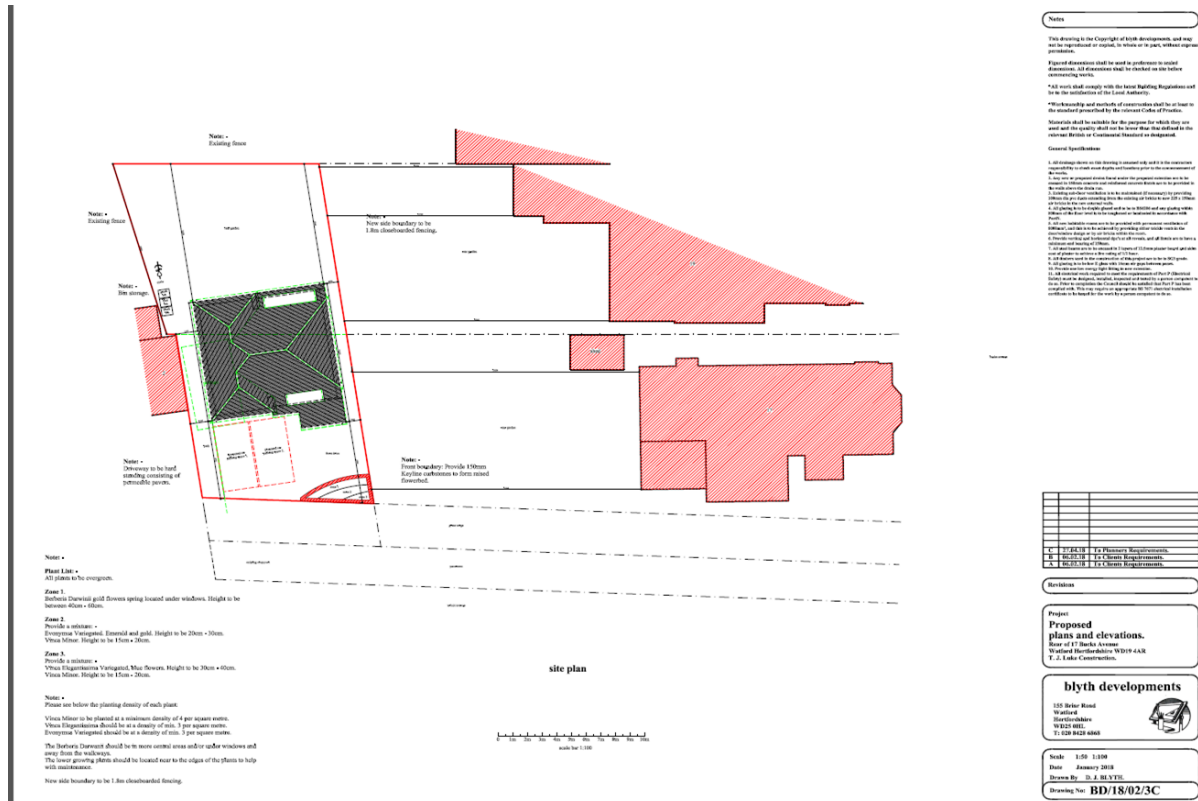
Tel: 01923 278285

Email: habib.neshat@watford.gov.uk

17 Bucks Avenue, Watford, WD19 4AR



Rear of 17 Bucks Avenue, site layout



PART A	
Report of: Head of Development Management	
Date of committee:	16th May 2018
Site address:	23 Green Lane
Reference Number:	18/00295/FUL
Description of Development:	Demolition of existing detached house and erection of a detached building comprising 6 x 2 bedroom apartments and associated amenities.
Applicant:	Mr J Piccolo, Waterside JV
Date Received:	7th March 2018
8 week date (minor):	2nd May 2018 (extended to 18th May by agreement)
Ward:	Oxhey

1.0 SITE AND SURROUNDINGS

1.1 The site is located on the eastern side of Green Lane and comprises a detached house built in 1964. The site is large with a width of 20m, a depth of 83m and an area of approximately 0.17 hectare. The surrounding area is wholly residential and is characterised by large, detached houses within large plots. A significant number of mature trees also exist along Green Lane and within the plot frontages adding to the character of the area. Many of these trees are protected under TPO 32. From the 1980s through to the present day various backland developments and infill developments of detached houses have been constructed within the deep plots.

2.0 PROPOSED DEVELOPMENT

2.1 To demolish the existing house and erect a 2 storey block of six 2 bedroom flats, with 2 flats each at ground, first and second floor levels. The second floor is contained within a mansard style roof. The block will have a rectangular footprint measuring 14.6m wide by 16.3m deep. Six car parking spaces will be provided within the site frontage utilising the existing access points on to Green Lane. A rear garden area of approximately 960m² will be retained.

2.2 The main difference between this application and the previously approved scheme under ref. 17/01553/FUL (see below) is that the roof form has been changed from a pitched roof with crown to a mansard style in order to accommodate 2 flats rather than 1. The siting, footprint and scale of the building in all other respects is unchanged.



Proposed scheme



Approved scheme under 17/01553/FUL

3.0 RELEVANT PLANNING HISTORY

The existing house was constructed in 1964. A garage extension under a cat-slide roof was added in 1972.

17/01553/FUL – Planning permission granted on 21st December 2017 for the demolition of the existing detached house and erection of five 2 bedroom apartments. This application was determined under delegated powers as only 3 objections were received.

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

5.0 CONSULTATIONS

5.1 Neighbour consultations

Eight properties in Green Lane and Nancy Downs were notified. Five letters of objection have been received. The comments can be summarised as follows:

Representations	Officer’s response
Loss of privacy to adjoining properties from the 1 st and 2 nd floor balconies and windows.	Details of the privacy screens shown on the drawings can be secured by condition to prevent overlooking from the balconies. Some oblique overlooking of the adjacent garden area will occur but this is a normal relationship within an urban area.
Increased noise from greater occupancy of dwellings and garden.	There is no basis for assuming the proposed development will give rise to unacceptable noise from the future occupants. Furthermore, it is not for the planning system to seek to control the behaviour of future occupants.
Insufficient car parking provision.	One space per flat is an acceptable level of provision and accords with the Council’s parking standards.
Increased traffic and pollution on Green Lane.	Whilst Green Lane does experience heavy traffic flows at certain times of the day, the potential additional traffic arising from the proposal would not be significant.
Not in keeping with the style/design of Green Lane, particularly the	The contemporary design is acceptable within this area where the houses are generally of

mansard style roof.	individual designs and varying styles.
Increased loss of light.	The proposal accords with guidelines set out in the Residential Design Guide for maintaining acceptable light levels to adjoining properties.
Flats are inappropriate for Green Lane.	There is no planning reason why larger family sized flats are not appropriate for Green Lane.

Three Rivers District Council was also notified as part of the rear garden area falls within their borough. They have raised no objection to the proposal.

5.2 Statutory publicity

No statutory advertisement was required for this application.

5.3 Technical consultations

The following responses have been received from technical consultees:

Hertfordshire County Council (Highway Authority)

No objections to the proposal.

Arboricultural Officer

The proposals indicate the removal of one tree T6, this is possibly T378 of TPO 32: however it is described in the Order as Prunus Sargentii and is actually Prunus cerasifera. Notwithstanding this the tree is not visible from the public domain and has been maintained in a much reduced size and as such I have no objection to its removal. Providing the tree protection measures, as set out in the submitted tree report, are adhered to no significant harm will occur to the retained trees. A condition requiring these measures to be carried out should be attached to any permission granted.

6.0 APPRAISAL

6.1 Main issues

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

- (a) Principle of development
- (b) Impact on character and appearance of the area
- (c) Amenity of future occupiers
- (d) Impact on adjoining properties
- (e) Access and car parking
- (f) Trees and landscaping

6.2 (a) Principle of development

The site is within an established residential area. Although the area is characterised by large detached houses, there is no objection in principle to the existing single house being replaced by family size flats as long as this is not harmful to the character and appearance of the area.

6.3 (b) Impact on character and appearance of the area

6.3.1 The surrounding area is characterised by 2 storey, detached houses set within large plots although more recent backland and infill development has reduced the overall size of many plots. The houses are generally of individual design and exhibit a variety of styles reflecting the 2 main periods of development; the 1920s-1930s and 1980s-2010s. The houses are set well back from the highway (10-20m) with parking to the frontage and many mature trees adding to the character of the area.

6.3.2 The existing house comprises a rectangular footprint with red brick elevations, casement windows with Georgian style bars and large, hipped roof. It is pleasant enough but uninspiring in its appearance. There is no objection to the demolition of this building. The proposed building will also be 2 storeys but of a more contemporary design incorporating brick elevations with parapets, large windows with architectural framing and a central, glazed entrance/stair feature also with strong architectural framing. The architectural framing will be in a fibre cement cladding in grey. The main roof will be a standing seam metal roof also in grey. The windows and doors will also be in grey coloured aluminium. The scale of the building will be very similar to that of the existing house on the site and the design will give the appearance of a large, modern house of a similar scale to the existing houses in the road. It will be sited on the same front building line as the existing house and be set in 2m from the boundary with no.21 and 4m from the boundary with no.25.

6.3.3 The existing access points to Green Lane will be retained as will the parking area to the front, which will be modified to accommodate 5 parking spaces. The existing small group of trees on the frontage will also be retained. Overall, the proposal will maintain the character and appearance of the area and provide a more contemporary building which will add further interest to the road.

6.4 (c) Amenity of future occupiers

6.4.1 The proposed flats are all 2 bedroom, 4 person units with internal floorareas of 79-87m². All of these exceed the nationally described space standard of 70m². All of the flats will have good levels of outlook, natural light and privacy and small private balconies. A communal garden area of over 900m² will also be provided. Overall, the flats will have a good level of amenity.

6.4.2 In addition to the 6 parking spaces, a covered cycle store and an enclosed bin store will also be provided to serve the flats.

6.5 (d) Impact on adjoining properties

6.5.1 *i) 21, Green Lane*

This property comprises a detached house adjoining the northern boundary of the site. The house is set back from the site boundary by 5.8m with a projecting single storey side extension at the rear, sited 2.2m from the boundary. The flank elevation of the main house

incorporates a set of narrow, glazed doors which serve a playroom, which is a non-habitable room. The side extension has a window and glazed door in the front elevation which serve the main living room, although this is the rear elevation of the living room. The main elevation of the living room faces the rear garden and incorporates 2 large windows. The proposed house will have a similar scale as the existing house and a similar siting. As such, it will not have any significantly greater impact on these windows/doors than the existing.

6.5.2 The siting of the proposed building in relation to no.21 remains unchanged from the previous approved scheme. The proposed building will incorporate balconies at first floor level one of which will have the potential to directly overlook the garden area of this property. A privacy screen is shown to the side of the balcony facing no.21 on the submitted drawings. This is considered necessary to prevent unacceptable overlooking and loss of privacy to this property. Details of this privacy screen can be secured by condition.

6.5.3 *ii) 25, Green Lane*

This property adjoins the southern boundary of the site and comprises a recently constructed detached house. The front half of the proposed building sits alongside the flank elevation of no.25, sited 4.2m from the boundary and 5.7m from the flank elevation. The rear element (6.5m deep) is sited alongside the garden area of no.25 and 5.3m from the boundary. This boundary also contains retained trees. The proposed building does breach a 45° line taken from the nearest habitable room windows of no.25 and so will have no adverse impact on outlook or natural light. The rear part of the proposed building will largely be screened from view by the existing trees. However, even without these trees, it is not considered that the flank elevation would appear unduly dominant or overbearing.

6.5.4 As with no.21, a privacy screen to the first floor balcony can be secured by condition to prevent any overlooking and loss of privacy to this property.

6.6 (e) Access and car parking

The property has two existing crossovers and access points on to Green Lane. These are to be retained. Hertfordshire County Council as the Highway Authority has no objection to this arrangement. At present, 4 parking spaces are provided on the site frontage. The existing parking area will be modified slightly to accommodate 6 spaces which is an acceptable provision for the proposed 6 flats. The proposed flats will be serviced either from the parking area (small vehicles) or the highway (large vehicles) as existing.

6.7 (f) Trees and landscaping

Only 1 small tree to the rear of the existing house is to be removed. This is considered acceptable. The existing groups of trees and individual trees on the site frontage are all to be retained. Tree protection measures proposed to protect these trees and protected trees on the adjoining properties are considered acceptable and can be secured by condition.

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 £120m² (before indexation). The net additional floorspace created is 254m². The CIL charge will therefore be £37,411.66 including indexation.

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. No planning obligations are required for this development.

8.0 **CONCLUSION**

- 8.1 There is no objection in principle to the loss of the existing house and the provision of a new building on this site providing flatted accommodation. The proposed building is of a scale, design and appearance that will complement the existing houses in the road and will be in keeping with the character and appearance of the area. The proposal will provide a good quality of amenity for future occupiers and will have no harmful impacts on adjoining properties.

9.0 **HUMAN RIGHTS IMPLICATIONS**

- 9.1 The Local Planning Authority is justified in interfering with the applicant's human rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party human rights, these are not considered to be of such a nature and degree as to override the human rights of the applicant and therefore warrant refusal of planning permission.

10.0 **RECOMMENDATION**

That planning permission be granted subject to the following conditions:

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

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

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

1706-B-01B, 1706-B-02A, 1706-B-03A

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

3. No demolition or construction works shall commence until the tree protection fencing has been installed in full, in accordance with the Tree Protection Plan and Arboricultural Report by Andrew Day Arboricultural Consultancy dated 2nd November 2017. The demolition and construction works shall only be carried out in accordance with the recommendations in Appendix 3 of the Arboricultural Report, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the retained trees from damage during the works.

4. No development shall commence until details of side privacy screens for the balconies at first floor level have been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed in accordance with the approved details and the approved privacy screens shall be retained at all times.

Reason: To prevent overlooking and a loss of privacy to the adjoining properties at 21 and 25, Green Lane.

5. All the external surfaces of the approved building shall be finished in the following materials, as detailed in the submitted Design and Access Statement:

Ibstock Borrowdale Blend facing bricks
Marley Equitone [pictura] fibre cement cladding
Colourcoat Urban metal standing seam roof in Anthracite colour (RAL 7016)
Velfac 200 aluminium windows and doors colour coated in RAL 7016

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.

6. The hard and soft landscaping of the site shall be carried out in accordance with approved

drawing no. 1706-B-01B unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the appearance of the site and the amenity of future occupiers.

7. No flat shall be occupied until full details of the bin store and cycle store have been provided submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed in accordance with the approved details and the approved bin store and cycle store shall be retained at all times.

Reason: To ensure adequate facilities exist for the future occupiers of the development, in accordance with saved Policies SE7 and T10 of the Watford District Plan 2000.

Informatives

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

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

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

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

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

https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise.

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

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

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

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

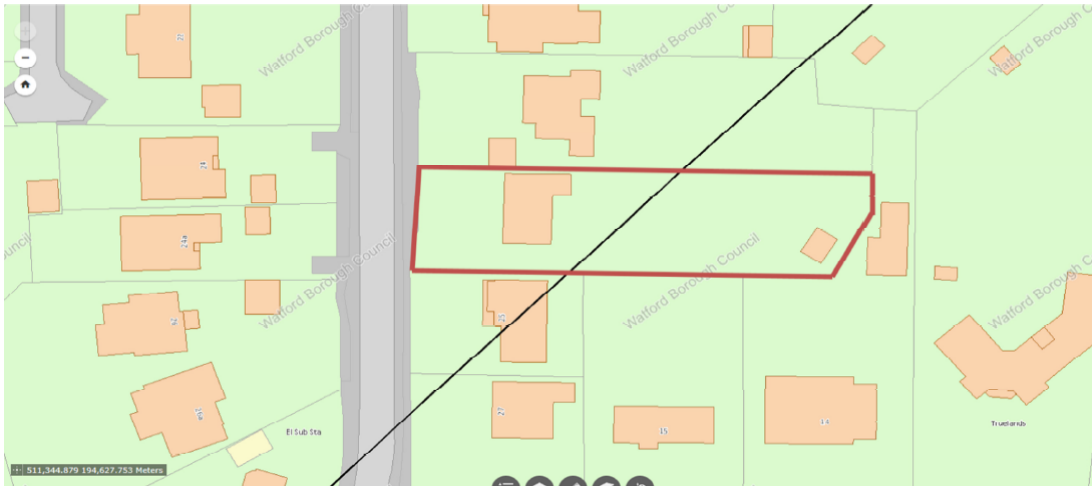
3. All new units granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on streetnamenumbers@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.
4. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended.

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

23 Green Lane, Watford, WD19 4NL



1 - Site location plan



2 - Aerial view

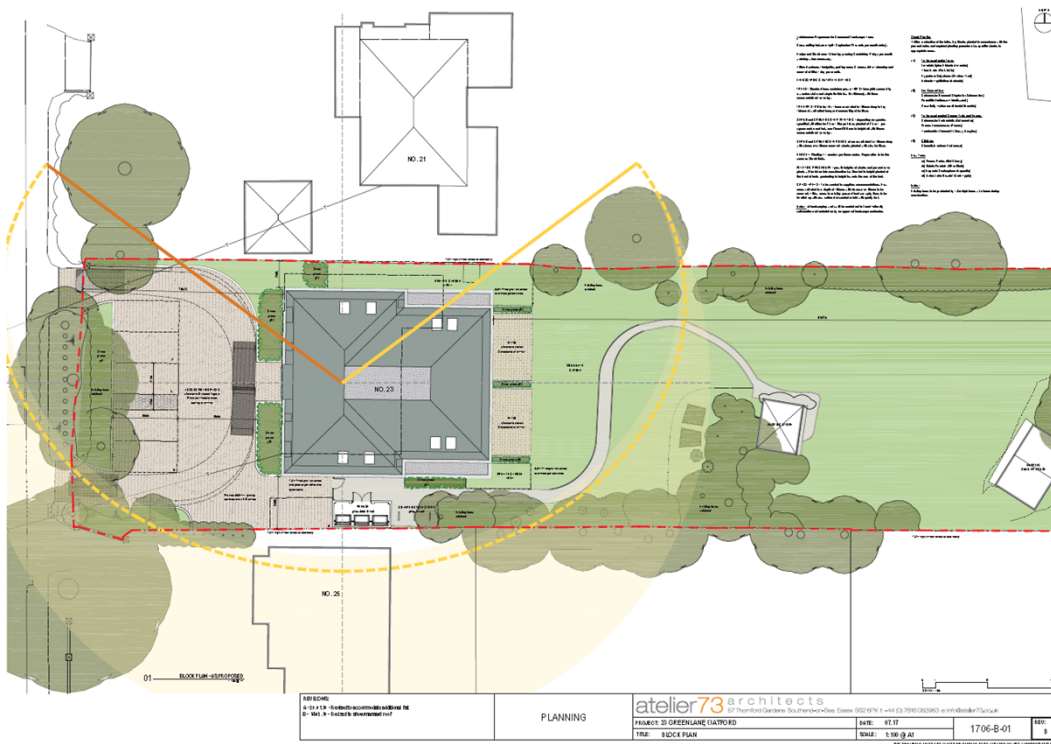


Image from Google Maps

3 - Aerial view from the south



4 - Site layout plan



5 - View of front elevation



Agenda Item 6

PART A	
Report of: Head of Development Management	
Date of committee:	16th May 2018
Site address:	Land adjacent to 4A Bay Tree Walk (formerly 10 Nascot Wood Road) Watford
Reference Number:	18/00192/FUL
Description of Development:	Construction of new 7 no. bedroom house on land formerly part of 4A Bay Tree Walk (formerly known as 10 Nascot Wood Road); alterations to previously approved dwelling ref: 16/00680/FUL (Amended plans submitted)
Applicant:	Mr and Mrs Crossan
Date Received:	13th February 2018
Statutory Target Date	10th April 2018
Ward:	Nascot

1.0 Site and Surroundings

- 1.1 The application site comprises the southern part of 4A Bay Tree Walk (formerly known as 10 Nascot Wood Road) fronting onto Nascot Wood Road itself. No. 4A Bay Tree Walk is a detached, 2 storey dwelling sited centrally within a large plot and accessed from the adjoining Bay Tree Walk. The main habitable windows face to the north-east (over the retained garden area) and to the south-west (over the application site). The application site is irregular in shape and has an area of approx. 0.135 hectare. It was previously part of the garden area of No. 4A and largely covered with mature trees, which were removed in 2015. As they were not protected by a TPO and the site is not within a conservation area, this was lawful.
- 1.2 There are protected trees towards the front of the site (adjacent to the boundary with No. 2 Baytree Walk) within Group G1 of TPO No. 262.
- 1.3 The surrounding area is characterised by detached houses within spacious plots. The application site is not located in a designated conservation area.

2.0 Proposed Development

- 2.1 The application proposes to erect a 7-bed detached house with accommodation over 3 floors, including the roof space. The agent has submitted amended plans during the course of the application, which have been subject of re-consultation, to improve the design and appearance of the proposed dwelling. This has involved

alterations to the main roof from side gables to hips, the reduction in size of the front dormer and alterations to the fenestration on the front elevation. A first floor rear bedroom window has also been moved to the side elevation to address concerns relating to overlooking into No. 4A Bay Tree Walk at the rear. The proposed dwelling is designed with a crown roof and the front elevation features two gabled front projections with bay windows that are positioned either side of a centrally positioned main entrance. The main roof includes a centrally positioned dormer window on the front roof slope.

- 2.2 A vehicular access from Nascot Wood Road would lead to a hard-surfaced area to the front and side of the dwelling to provide on-site parking.
- 2.3 There has been a previous planning permission (ref: 16/00680/FUL) for a detached 6-bed house on the land. Since the approved scheme, there have been 2 subsequent applications (refs: 17/00670/FUL & 17/01163/FUL) for a larger dwelling which were both refused planning permission due to concerns about poor design and the impact on neighbouring properties. Planning application 17/01163/FUL is currently subject of an appeal which has not been decided. There was a further application (ref: 17/01695/FUL) which was withdrawn.
- 2.4 In comparison to the previous approval (ref: 16/00680/FUL), the following points should be noted:
- The eaves and ridge heights of the proposed dwelling would match the previous approval.
 - The main roof would have a slightly steeper pitch and would have a crown rather than a ridge.
 - A second floor front dormer and 2no. second floor windows are included on the front elevation.
 - Changes to the appearance of the front elevation, including two gabled front projections with bay windows positioned either side of the central main entrance.
 - The two storey side projection on the south-eastern side has been changed from a hipped roof to a gable roof.
 - The rear elevation of the proposed dwelling is in the same position as the previous approval. The depth of the dwelling has been increased slightly which has moved the dwelling closer to the front boundary.
 - The previously approved single storey side garage has been changed to a living room.
 - Changes to fenestration.
 - Alteration to parking layout.
 - Alteration to internal layout.

3.0 Relevant Planning History

3.1 The following planning history is relevant to this application:

15/01755/FUL – Erection of 2 detached dwellings (1 no. 3 bed and 1 no. 4 bed) with private accesses from Nascot Wood Road. Refused planning permission in 2015.

16/00680/FUL – Erection of a detached 5 bed dwelling with private access from Nascot Wood Road. The application was granted conditional planning permission at Development Management Committee on 1st September 2016.

17/00670/FUL - Erection of a detached 7 bedroom dwelling with private access from Nascot Wood Road. Refused planning permission on 11th August 2017.

Reasons:

1) The proposed house, by reason of its excessive width, excessive site coverage, poor design and poor relationship to the Nascot Wood Road frontage, is considered to have a detrimental impact on the streetscene and to be out of keeping with the character and appearance of the area. As such, the proposal is contrary to the policies of the NPPF to secure high quality design, Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31 and the guidance in the Residential Design Guide 2016.

2) The proposed house, by reason of its scale and proximity to the site boundaries, will have a dominant and overbearing impact on the existing house at 10, Nascot Wood Road and will also give rise to overshadowing and a loss of light to this property. It will also have a dominant and overbearing impact on the existing house at 2, Bay Tree Walk. As such, the proposal is contrary to the policies of the NPPF to secure high quality design and a good quality of amenity for existing occupiers, Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31 and the guidance in the Residential Design Guide 2016.

17/01163/FUL – Erection of detached 7 bedroom dwelling with private access from Nascot Wood Road. Refused planning permission on 27th September 2017.

Reasons:

1) The proposed house, by reason of its scale, excessive site coverage, poor design and poor relationship to the Nascot Wood Road frontage, is considered to have a detrimental impact on the streetscene and to be out of keeping with the character and appearance of the area. As such, the

proposal is contrary to the policies of the NPPF to secure high quality design, Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31 and the guidance in the Residential Design Guide 2016.

2) The proposed house, by reason of its scale and proximity to the site boundary, will have a dominant and overbearing impact on the existing house at 10 Nascot Wood Road and will also give rise to overshadowing and a loss of light to this property. As such, the proposal is contrary to the policies of the NPPF to secure high quality design and a good quality of amenity for existing occupiers, Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31 and the guidance in the Residential Design Guide 2016.

3) The large first floor feature window in the north-western elevation of the proposed dwelling, which appears to serve a habitable room, would be within the 27.5m privacy arc measured from the rear habitable windows of Nos. 2 and 4 Baytree Walk and therefore would cause a significant loss of privacy to the habitable rooms of the neighbouring properties. As such, the proposal is contrary to the policies of the NPPF to secure high quality design and a good quality of amenity for existing occupiers, Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31 and the guidance in the Residential Design Guide 2016.

An appeal has been submitted to the Planning Inspectorate, which has not been determined to date.

17/01695/FUL - Erection of a 6 bedroom house on land formerly part of 10 Nascot Wood Road. Withdrawn.

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 35 neighbouring properties in Nascot Wood Road, Bay Tree Walk and Broom Grove on 13th February 2018. Following the submission of amended plans neighbouring properties were re-consulted on 5th April 2018.

12 letters of objection and 1 representation have been received.

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

Representations	Officer's response
Access from Nascot Wood Road will add to the danger and difficulties close to Nascot Wood School.	An access at this point has already been approved under the previous approved application (reference 16/00680/FUL). The Highway Authority has no objection to the proposal.
Loss of light and outlook. Overlooking and loss of privacy.	This is considered in paragraphs 6.10 – 6.16 of the report.
This 5th application is more like the plans previously passed but still has a larger footprint. An extra bedroom has been added in the roof making the third storey the full size of the house, significantly widening the roof outline, thus increasing the impact, overshadowing and loss of light to our property at 4A Bay Tree Walk [formerly 10 Nascot Wood Road]. In addition the double garage approved on the passed plans is now converted to an additional downstairs room. This room has additional windows directly overlooking our property which would result in a loss of our privacy.	The impact on No. 4a Bay Tree Walk is considered in paragraphs 6.10 – 6.13 of the report. It should be noted that since the submission of this representation, amended plans have been submitted to reduce the scale of the roof. The side gables originally proposed have now been removed. The amended hipped roof would be slightly bulkier than the 2016 approval due to slightly steeper pitches and the provision of a small crown. However it is considered that the additional impact would be negligible. The dwelling would not be sited closer to No. 4A than the 2016 approval.

<p>The proposed dwelling would appear out of character with the area.</p> <p>The back of the house would front the road which is not in keeping with the area. The fact it is a big house on a small plot will mean it is close to the boundary with Nascot Wood Road.</p> <p>It would appear out of scale with other houses in the area.</p> <p>The dwelling is disproportionate to the size of the plot.</p>	<p>This is considered in paragraphs 6.3 – 6.7 of the report.</p> <p>The design has been amended so the dwelling has an improved relationship with the street.</p>
<p>Disruption during construction work and impact on safety due to the proximity to the school and the bend in the road.</p>	<p>There are controls outside the planning system including the Environmental Protection Act and the Highways Act.</p>
<p>This site has already removed many trees and thereby decimated much of the wildlife habitat. There needs to be a larger garden in order to lessen any further impact.</p>	<p>The trees were removed in 2015 which was lawful because they were not protected. The application site is not located in a designated wildlife site and it is not considered that the proposal would have a significant adverse effect on biodiversity.</p> <p>The size of the garden exceeds the minimum standard in the Watford Residential Design Guide.</p>
<p>Impact on surface water.</p>	<p>A condition requiring details of a surface water drainage scheme could be attached to any grant of permission.</p>
<p>If permission is given can it have a restriction to not turn it into multiple dwellings (flats etc.) be placed on it?</p>	<p>A planning application would be required for the sub-division of the dwelling to flats, which would include consultation with neighbouring properties and relevant statutory consultees. The planning merits of such a proposal would be considered as part of any application that may be submitted.</p>

<p>Concerns on the change from a walled frontage to Nascot Wood road to either a Yew or Holly hedge as this is a major route close to the school and the holly hedge that was there (and others in this vicinity) were planted on the boundaries and encroach on the pavement (by a long way) causing parents with small children and pushchairs as well as elderly people to step into the road/cycle path to get through. If it must be a hedge can restrictions be imposed to ensure it is planted far enough from the boundary to prevent it encroaching on the pavement and responsibility made to ensure the owners keep it back from the pavement.</p>	<p>Conditions should be attached to require full details of hard landscaping and soft landscaping schemes.</p> <p>The Highways Act 1980 includes a procedure for the cutting back of hedges that cause obstruction and danger by overhanging the pavement.</p>
<p>Lack of parking.</p>	<p>The proposal includes a relatively large parking area which would meet the parking needs of the development.</p>
<p>Should this development be approved can restrictions be placed on delivery times for the site as it is on the major route to the school on a bend that is also a major through route to Watford Junction and Watford Town Centre which would make deliveries at school drop off/Pick up times and rush hour dangerous.</p>	<p>The Highway Authority is satisfied that the proposed access would have no adverse effect on highway safety. Deliveries to one dwelling are likely to be infrequent and it would not be practical to restrict delivery times to a residential property.</p>
<p>If there is a cinema room which if the property is closer to the boundary & not insulated will result in noise affecting all neighbours.</p>	<p>It is not considered that a 'cinema room' within a house would generate a material increase in noise compared to a living room. Notwithstanding this, there are noise abatement procedures through the Environmental Protection Act 1990 should a statutory nuisance occur from the property.</p>

5.3 Statutory publicity

No statutory publicity was required for this application.

5.4 **Technical consultations**

The following responses have been received from technical consultees:

Hertfordshire County Council (Highway Authority)

No objection subject to conditions.

Arboricultural Officer

The alterations to the house footprint will not impact on the retained trees both on and off site. I do have concerns regarding the revised layout of the drive and hard surfacing especially the area adjacent to Group G1 of TPO 262. Ideally the hard surfacing should not extend towards the trees beyond the existing drive: if it does extend beyond this it should be constructed using no-dig construction, details of which 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) Principle of development.
- (b) Scale, design and character of the area.
- (c) Quality of accommodation.
- (d) Impact on surrounding properties.
- (e) Trees and landscaping.
- (f) Access and parking.

6.2 (a) Principle of land use

The application site is located in a predominantly residential area where residential development is acceptable in principle. There is a previous approval on the site (ref: 16/00680/FUL) for the erection of a detached 6-bed dwelling, which is a material planning consideration.

6.3 (b) Scale, design and character of the area

The previously approved house (reference: 16/00680/FUL) was sited to reflect the nominal building line established by No. 2 Bay Tree Walk and designed to provide an appropriate scale of building to address the street. The main entrance of the property was clearly legible in the street scene. The design and scale of the proposed dwelling respected the context of the surrounding area and it had an appropriate relationship to the site boundaries.

- 6.4 Following the previous approval, two planning applications (refs: 17/00670/FUL & 17/01163/FUL) for a larger dwelling have been refused permission due to concerns, among other things, relating to scale and poor design and layout. Officers have subsequently had discussions with the agent before and during the current application to provide a dwelling that is similar to the scale, appearance and layout of the previous approval.
- 6.5 The footprint of the proposed dwelling would be slightly larger than the previous 2016 approval, however it would be positioned no closer to the boundary with No.4A Bay Tree Walk. The house would be sited closer to the front boundary; however it is considered that it would maintain a sufficient set-back and would not appear dominant in the street scene.
- 6.6 Consequent to discussions with Officers following the two previous refusals, the agent has reduced the eaves and ridge heights of the proposed dwelling so it would now match the previous 2016 approval. Furthermore, during the course of the application, the main roof has been altered to replace the side gables with hips to reduce the scale and bulk of the roof. The roof would be bulkier than the 2016 approval because the roof pitch would be slightly steeper and there would be a small crown rather than a ridge – which would provide additional headroom in the loft. However, it is not felt that this would be noticeable and the scale of the proposed dwelling would appear similar to the previous approval. The surrounding area consists of detached houses on sizeable plots and it is considered that the proposed house would be in keeping with the scale of dwellings in the area.
- 6.7 Refused planning applications 17/00670/FUL & 17/01163/FUL showed a layout that had a poor relationship to the street. This is because the main entrance was concealed to the rear and the front of the house had the appearance of a rear elevation. The design of the proposed dwelling has now moved towards the approach in the 2016 scheme that includes the main entrance in the front elevation. The articulation now has the appearance of the front of a house and it is considered to have an appropriate relationship with the street. As such, the scale and design of the proposed house is considered to be acceptable and it would maintain the character and appearance of the area.
- 6.8 (c) Quality of accommodation
The floor area and room sizes of the proposed dwelling comply with the minimum internal space standards in paragraphs 7.3.6 – 7.3.8 of the RDG. Furthermore, all of the habitable rooms would have sufficient levels of outlook, natural light and privacy.

- 6.9 The size of the garden exceeds the minimum standard of 95sqm outlined in paragraph 7.3.22 of the RDG. The proposed development would therefore provide an acceptable standard of amenity for future occupiers.
- 6.10 (d) Impact on neighbouring properties
i) 4A Bay Tree Walk (formerly 10 Nascot Wood Road):
Planning applications 17/00670/FUL & 17/01163/FUL were refused planning permission, among other reasons, because the proposed dwelling would, owing to its scale and close proximity to the neighbouring property, appear dominant and overbearing to the south-west facing main windows of No. 4A and give rise to overshadowing and a loss of light. The dwelling proposed in the refused applications would be significantly larger in scale and positioned closer to No. 4A than the 2016 approval.
- 6.11 Following pre-application discussion with Officers, the footprint of the proposed dwelling has been amended so it would be positioned no closer to No. 4A than the 2016 approval. Furthermore, the scale has been reduced through the reduction in eaves and ridge heights and the provision of a hipped roof so it is comparable to the previous approval. The roof would be slightly bulkier due to slightly steeper roof pitches and the provision of a crown rather than a ridged roof, however this would have negligible impact on light and outlook. As such, it is not considered that the proposed development would cause a significant loss of light and outlook.
- 6.12 The application originally proposed a first floor rear window serving 'Bedroom-01' that would face the front windows of No. 4A. Officers raised concerns that this would cause a loss of privacy to the neighbouring property because it would be only around 14m from the neighbouring windows. The amended plans have re-positioned the window to the side elevation so it would not face No. 4A. A condition should be attached to any grant of planning permission to require the ground floor and first floor rear windows to be obscurely glazed and fixed closed below 1.7m in order to protect the privacy of No. 4A Bay Tree Walk.
- 6.13 Taking the above into account, it is not considered that the proposed development would cause a significant loss of amenity to No. 4A.
- 6.14 *ii) 2 and 4 Bay Tree Walk:*
These 2 storey, detached houses adjoin the north-western boundary of the site and were constructed in part of the then garden area of No. 10 Nascot Wood Road. Their rear elevations are sited 6.5-9m from the site boundary with No. 2 having a single storey rear extension sited 4.5m from the boundary. It is not considered that the proposed dwelling would cause a significant loss of light or outlook to the neighbouring properties given the level of separation that would be maintained.

- 6.15 The amended plans show that the first floor rear window serving 'Bedroom-01' has been re-positioned to the side elevation, as described in paragraph 6.12. The bedroom window would now face the rear elevations of Nos. 2 and 4 Bay Tree Walk at a distance of approximately 26m from the two storey rear walls of the neighbouring properties and 19m from the boundary. The amended plans show that the bedroom window would be an escape window and the lower half of the window would be fitted with obscure glass. Given the provision of obscure glass and the sizeable distance that would be maintained to the neighbouring properties (albeit the distance would be slightly less than the 27.5m 'privacy arc' in the RDG), it is not considered that the proposed dwelling would cause a significant loss of privacy.
- 6.16 *iii) Impact on other properties:*
The proposed dwelling would be sited a considerable distances from all other neighbouring properties and would have minimal impact on residential amenities.
- 6.17 (e) trees and landscaping
The Arboricultural Officer has advised that the alterations to the house footprint would not impact the retained trees on and off site. Some concerns have been expressed about the revised layout of the drive and hard surfacing adjacent to Group G1 of TPO No. 262. The Arboricultural Officer has stated that if the hard surfacing would extend towards the trees beyond the existing drive it should be constructed using no-dig construction. Tree protection conditions should be attached to any grant of planning permission.
- 6.18 Furthermore, conditions requiring full details of soft & hard landscaping should be attached to ensure that an acceptable visual appearance would be achieved and no harm would be caused to protected trees.
- 6.19 (f) Access, servicing and parking
The proposal includes a single vehicular access from Nascot Wood Road in the same location and of the same dimensions as approved in the previous 2016 approval. This remains acceptable. In this case, the access will also provide pedestrian access to the site, with the previously approved pedestrian access deleted. There is no objection to this on highways grounds.
- 6.20 There would be sufficient on-site parking to meet the needs of the development.

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 square meter.

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, no planning obligations are required.

8.0 Conclusion

8.1 The application site is located in a predominantly residential area where residential development is acceptable in principle. There is a previous approval on the site (ref: 16/00680/FUL) for the erection of a detached 6-bed dwelling, which is a material planning consideration. The scale and footprint of the proposed dwelling is comparable to the 2016 approval and therefore it would maintain the character and appearance of the surrounding area and would have no adverse effect on the residential amenities of neighbouring properties. The design and appearance of the proposed dwelling is considered to be acceptable and it would contribute towards meeting the housing need in the borough.

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

Conditions

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

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

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

Location plan; 3189 PL1 G; and 3189 PL2 I.

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 building, including walls, roofs, doors, windows and fascias, 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 work shall commence until full details of a soft and hard landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The soft landscaping scheme shall include details (including a plan and method statement) of all existing trees to be retained or removed, details of proposed planting including tree, shrub and grass specie, planting size and

density. The approved soft 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. The hard landscaping scheme shall include details of the construction of the vehicular access and driveway, pathways and amenity areas; details of all site boundary treatments, and all fencing or enclosures within the site. The approved hard landscaping shall be carried out prior to the first occupation of the development and shall be retained at all times 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. This is a pre-commencement condition to ensure that no harm is caused to protected trees.

5. No work shall commence until details of the disposal of surface water from the parking area have been submitted to and approved in writing by the Local Planning Authority. The dwelling hereby approved shall not be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger, obstruction and inconvenience to highway users. This is a pre-commencement condition to ensure that no harm is caused to protected trees.

6. A 2m x 2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of the vehicular access prior to the operational use and thereafter.

Reason: In the interests of highway safety.

7. No work shall commence until details of tree protection measures, including details of the height, type and location of tree protection fencing to all retained trees on site and details of the no-dig area of construction within the root protection zone of the protected trees within Group G1 of TPO No. 262 T1 have been submitted to and approved in writing by the Local Planning Authority. The approved tree protection measures 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. This is a pre-commencement condition to ensure that no harm is caused to protected trees.

8. No work shall commence until details of the routing of all below ground services and cabling (electricity, gas, television, telephone, water etc.) have been submitted to and approved in writing by the Local Planning Authority. The routing of the below ground services and cabling shall then be laid out in accordance with the details approved by this Condition.

Reason: To safeguard the existing trees, which represent an important visual amenity. This is a pre-commencement condition to ensure that no harm is caused to protected trees.

9. No part of the development shall be occupied until details of the siting, size and design of refuse, recycling and weatherproof cycle 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.

10. 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, C, D, E and F of the Order shall be carried out to the dwellinghouse 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 be detrimental to the amenities of adjoining occupiers.

11. No work shall commence until details of the existing and proposed ground levels and the finished ground floor level of the dwelling hereby approved have been submitted to and approved in writing by the Local Planning

Authority. The development shall only be constructed in accordance with the approved details.

Reason: This is a pre-commencement condition to ensure that an acceptable relationship between the proposed building, the adjoining residential development and the adjoining highway is achieved.

12. The ground floor and first floor windows in the north-eastern facing rear elevation (facing No.4A Bay Tree Walk) of the dwelling hereby approved shall be permanently fixed closed below 1.7m internal floor level and shall be fitted with obscured glass at all times, and shall be permanently maintained as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises.

13. The first floor window in the north-western facing side elevation serving 'Bedroom-01' as shown on the approved plans (facing Nos. 2 and 4 Bay Tree Walk) of the dwelling hereby approved shall have the part of the window that is less than 1.7m above the internal floor level fitted with obscured glass at all times, and shall be permanently maintained as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises.

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 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.

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

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

Monday to Friday 8am to 6pm

Saturdays 8am to 1pm

Noisy work is prohibited on Sundays and bank holidays

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

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

https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise

6. New or amended crossover: Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.
7. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
8. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
9. Mud on highway: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or

deposit mud, slurry or other debris on the highway. Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047

Drawing numbers

Location plan; 3189 PL1 G; and 3189 PL2 I

Case Officer: Chris Osgathorp

Email: chris.osgathorp@watford.gov.uk

Tel: 01923 278968

Land Adjacent To 4A Bay Tree Walk, (Formerly 10 Nascot Wood Road) Watford, WD17 4YX



1 - Site plan

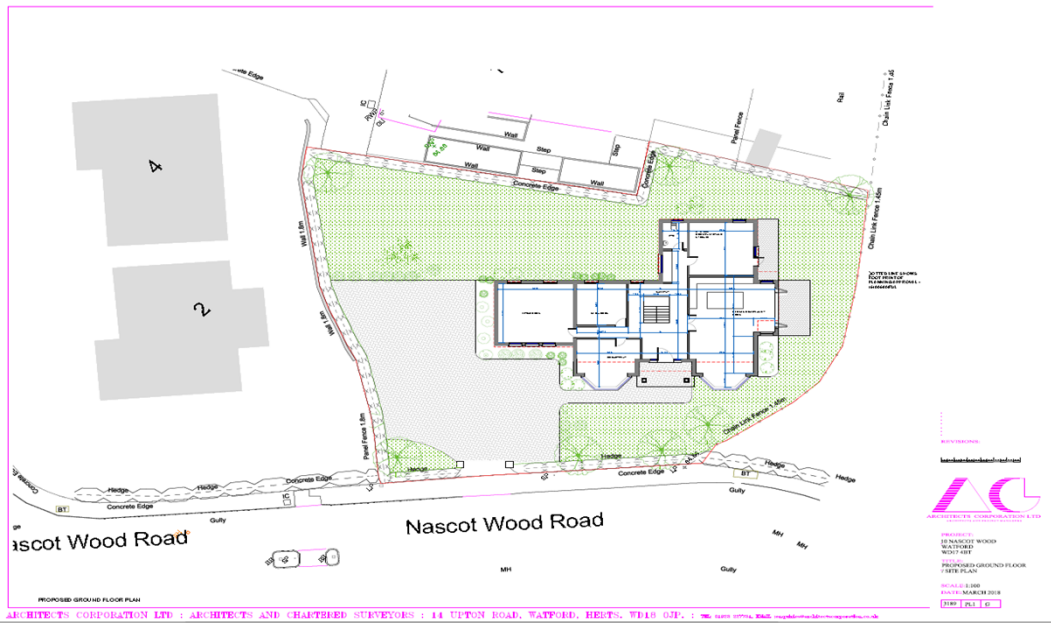


2 - Aerial view of site



Image from Google Maps

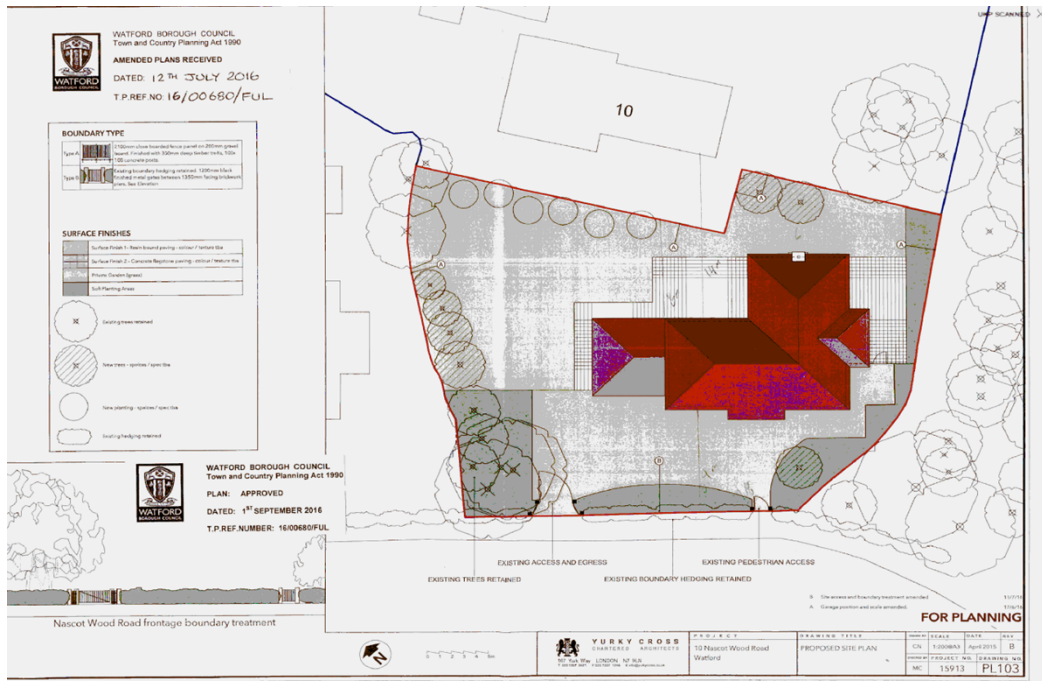
3 - Proposed site plan



4 - Proposed floor plans and elevations



5 - Previously approved site plan (ref 16-00680-FUL)



6 - Previously approved elevations (ref 16-00680-FUL)



Agenda Item 7

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Date of Committee:	16.May.2018
Site address:	99 St Albans Road Watford WD17 1SN
Reference number:	17/01104/FULM
Description of development:	The redevelopment of the former Lloyds Bank site, with the retention of the front façade of the bank building to provide a mixed use scheme four storey extension on the roof for 14 residential units 12 x 1-bedroom flats and two 2-bedroom flats on the first to fourth floor (Class C3) and retail units (Class A1 and/or A2 and/or A3 uses,) on the ground floor, with associated cycle parking, car parking and waste and refuse storage,
Applicant:	Fairfield Estate Agents
Date received:	4th August 2017
13 week date (major):	03.11.2017
Ward:	Nascot

1 Site and surrounding

1.1 The proposal relates to a building which comprises a former bank with car parking area to the rear.

1.2 This art-deco style building with Neo-Georgian influence was built in 1928. The building is located in prominent position at the junction of Langley Road and St. Albans Road. The building is locally listed with interesting detailing and unique appearance and makes a positive contribution to the character of the area. The particular feature of the building includes;

- The banking hall to the front which is a double height single storey building of multi-coloured brick, with a two storey rear extension. The entrance has broad moulded stonework around double wooden doors, with stone steps and top light.
- There is stone banding across the building's main elevations. Three large timber sliding sash windows are located on each of the street elevations. These are topped by gauged brick jack arches, with the central keystones painted white, and have stone cills. The roof is hipped and of tiles. It is located behind a brick parapet, with a flat roof to the rear.

- 1.3 Despite its age and degree of neglect the building retains its original appearance – albeit - its architectural composition has somewhat been compromised by modern fascia signs on both elevations.
- 1.4 The building was last used as a bank for which it was built. The upper floor provided ancillary offices or residential accommodation for the banking staff. However, the bank has been vacant for sometime and now suffers a degree of disrepair.
- 1.5 The car park to the rear of the bank is accessed via Langley Road. Immediately to the west of the site, adjacent to the car park, there is a single storey electric sub-station structure. Beyond this electric substation there is a terrace of 2 storey Victorian buildings where the ground floors are used for commercial purposes the upper floors are in residential use.
- 1.6 To the south of the building there is a service road which provides access to the rear of the shops fronting onto Langley Road.
- 1.7 The building is within Nascot Conservation Area, and within the designated Saint Albans Shopping Centre. This is a sustainable location where there is good access to bus routes and range of facilities offered by the shopping centre. The building is also within 200m of Watford Junction Station which provides rail services to London Euston.
- 1.8 The character of the conservation area is chiefly drawn from its variety of its historic residential or commercial buildings. The area within the vicinity of the site is fairly mixed. The frontage onto St Albans Road is of a commercial character, where buildings front straight onto the pavement. Buildings predominantly date from the mid to late nineteenth century and are a mixture of two and three storeys high. However, the area to the west the site gradually turns into residential area. The buildings to the south of the site are not within the conservation area, are of low key and mediocre appearance.
- 1.9 The buildings on the opposite site are also mix but some are of much greater scale.

2 Proposed development

- 2.1 The proposal is to retain the front elevation. The rest of the site will be demolished. The proposal is to build an extension over the existing vacant land and stretch it over the remaining parts of the bank building.
- 2.2 The updated scheme will provide fourteen flats (12 x one bed and 2 x two bed). In addition, the proposal also includes some commercial accommodation on the ground floor; including a coffee shop (71m²), Class A2 use which will be used by the applicants Estate Agency (31m²) and a retail shop of 31m², the total floor space for the ground floor commercial uses will be 131m².
- 2.3 The proposal will provide 2 parking spaces plus accommodation for cycle and bin storage within the envelope of the building. The access to the car park and refuse storage space will be from the service road to the side of the building.

3 Planning history

- 3.1 There is no relevant planning history to the site. The building was built as a Bank in 1928 and at a later stage two fascia box signs were displayed on the building.
- 3.2 Over the past two years there has been pre application significant degree of pre-application and post submission discussion with the applicant.

4 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.*
- (e) the emerging local plan part II

The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies

which, together with any relevant policies from the County Council's *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.

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

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

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

Watford Local Plan Core Strategy 2006-31

- WBC1 Presumption in favour of sustainable development
- SS1 Spatial Strategy
- SD1 Sustainable Design
- SD2 Water and Wastewater
- SD3 Climate Change
- SD4 Waste
- HS1 Housing Supply and Residential Site Selection
- HS2 Housing Mix
- HS3 Affordable Housing
- EMP1 Economic Development
- EMP2 Employment Land
- T2 Location of New Development
- INF1 Infrastructure Delivery and Planning Obligations
- UD1 Delivering High Quality Design
- UD2 Built heritage Conservation

Watford District Plan 2000

- SE7 Waste Storage, Recovery and Recycling in New Development
- SE22 Noise
- SE24 Unstable and Contaminated Land
- T10 Cycle Parking Standards

T21	Access and Servicing
S1	New Retail Development
S9	Non-Retail Uses In North Watford Shopping Centre/Local Shopping Frontages
T22	Car Parking Standards

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

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

Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

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

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

Watford Character of Area Study

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

- 4.5 Nascot Conservation Area Character Appraisal adopted 2015.

National Planning Policy Framework

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

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

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 2 Ensuring the vitality of town centres

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

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

Section 12 Conserving and enhancing the historic environment Decision taking

5 CONSULTATIONS

5.1 Neighbour consultations and Statutory Publicity

5.2 Given the significant difference between the original and the present scheme, two rounds of consultations have been carried out. On each occasion letters were sent to 51 properties surrounding the building. Site notices were also displayed on site and the notices were posted in local press.

5.3 In total 14 letters were received. Two of the letters are written in support of the scheme. The consultation on the revised plans gave rise to four objections.

5.4 The following objections have been cited;

- Over development
- Pressure on car parking
- The proposal is not in keeping with the character of the area and fails to respect the historical significant of the building or the area.
- There are already too many coffee shops in the area
- The proposal does not make it clear how the existing external fabric will be restored

5.5 The Supporting comments consider the proposal will considerably enhance the character and appearance of the area

5.6 Statutory consultations

Hertfordshire County Council (Highway Authority)

Has no objection to the principle of development

Hertfordshire County Council (Lead Local Flood Authority)

Currently considering the drainage report.

6 Planning Assessment;

6.1 The main issues to be considered are as follows;

- The impact on heritage and character of the area.
- Whether the proposal in land use term is considered acceptable.
- Whether the proposal will provide quality residential dwellings
- Whether the proposal will have an acceptable impact upon the amenities of the adjoining occupiers.
- Whether the proposal will have an acceptable impact upon highways conditions.

7 Impact on heritage and character of the area.;

7.1 The proposed site is located within Nascot Conservation Area and the application building is on the council's list of architecturally significant building. Hence, any development on the site should respond to the historic and architectural significant of the area and the locally listed building.

7.2 Nascot Conservation Area largely retains its Victorian character and through its surviving urban form and architectural detail. The key difference between this area and many other areas of Watford that date from the nineteenth century relates to the notable variety of architectural styles displayed and the diversity of the detailing evident on the buildings.

7.3 The significance of the conservation area also lies in part with the fact that most of it was constructed during a relatively short time span so that there is a coherence

to the historic and aesthetic value and to the structure of the urban area; such as the role of St Albans Road as a commercial street and the presence of local land mark buildings at key locations.

7.4 In conservation areas the demolition of the buildings generally requires consent. In assessing whether a building should be demolished or retains, the historical and architectural merit of the building, referred as “asset’s value” should be sufficiently appraised.

7.5 In this case the building emerged after the Victorian Era, a period where banks were the sign of economic prosperity and the bank buildings were accordingly constructed to generally impress the wealth associated the financial establishments.

7.6 Given the location, the architecture of the building responded to the corner location using a style which sought to draw attention by providing a building incorporating a double height ground floor, oversized entrance and windows with detailing to draw the eyes attention to this key location. The particular values of the historic asset are considered to be as follows:

1. Its architectural form as a good local example of a bank building from this period –a unique Art-Deco, with element of Neo Georgian design which has remained relatively unaltered externally and does have internal details in places with particular reference to the internal banking hall.
2. Its prominent position with the architecture responding to that location seeking to create a land mark building with significant street scene value.
3. Its local community value as a recognisable building performing a social and commercial function in the local area and its use as a key reference point for the local community.
4. The rarity of the style and type of the building in the locality.

7.7 Given the above assessment it was considered that the existing bank building should be retained as part of any form of expansion of the site. This approach will be in line with the strategy that in managing change the aim should retain and where possible enhance the understanding of the significance of a place (para 131 of the National Planning Policy Framework). The proposal which results in the

reinforcement of the landmark location through increasing the height could be seen to be enhancing the role of the corner location.

7.8 The strategy of floating modern design structures over historically and architecturally significant buildings has been adopted elsewhere in circumstances where both the expansion and the retention of heritage asset have been necessary. The officers recommended the approach to the applicant and further encouraged a modern design rather than a pastiche approach for the extension of the site.

7.9 The applicant has followed officer advice, various schemes and options were considered, but the key option was to allow the main building elevations to retain the dominance and significance along the street scene. Options with matching materials and details were considered, however this would have drawn attention away from the main building. Instead the applicant was encouraged to draw from the key design elements of the existing building and take a modern interpretation. did not achieve a high quality appearance.

7.10 The key elements of the building were considered to be the symmetrical design, the regimental setting of the windows and oversized entrance, the recessed chamfer and parapet wall details. The approach was therefore sought to provide a building which would reflect the configuration, layout of the site and will complement the design of the existing building.

7.11 The preferred design ethos came from the use of the Art Deco elements which both reflected the design of the existing building and allowed a lighter structure to be formed which would work with rather than compete against the main building. Therefore the following features have been incorporated into the scheme to ensure the new building will not only complement the building but will also avoid overpowering the existing bank building;

- The height of the proposed extension has been reduced from the original submission.
- The proposed extension will be set back by two metres from the façade of the existing building. This will reduce the weight of the upper element and results in a well-balanced building.
- At the first floor level, the scheme will incorporate a “jut out” in dimensional terms of 30cm. This feature, referred by architect as the ‘waist’ of the scheme

serves as the separating technique to clearly define the historic building from the proposed contemporary design of the upper parts.

- The retained facades and the new upper section have vertical lines which link the two very different buildings together. It should be noted that whilst the intention is to have a different appearance there needs to be some way of connecting the two together and a strong vertical relationship is a way to achieve this. In particular the scheme will further emphasise the linear, appearance of the main bank building. The alignment of the vertical elements also assists in reducing the impact and the sense of the new element overpowering the existing retained facades.
- Finally the choice of materials, including metal ladder windows, spandrel panels, metal cladding will help with the robustness of scheme in creating a building which would restore the significant of the bank building.

7.12 The proposed building will be taller than its adjacent buildings. However, the additional height in relation to the surrounding buildings can be justified due to the location of the building on the corner where an increase in height and status of building is logical and indeed reinforces the role the building currently plays in the street scene. Further, the immediate neighbouring buildings fronting onto St. Albans Road are generally poor in terms of their quality and the sites are generally under used. It is likely that they will come for development in near future.

7.13 The proposed building which is the result of many revisions has resulted in an addition to the building which no longer overpowers the retained facades and that the relationship between the two elements is improved. It is considered that there is not much more that could be done to improve this design without an entirely different approach involving the demolition of the building and the construction of a new building in its place.

7.14 The design strategy makes a clear distinction between the existing and the new, this is a well-recognised and accepted approach to extending buildings with heritage value. The applicant has made considerable efforts to respond to the architecture of the building so that whilst the proposed extension is clearly very different it does relate to key features of the design of the existing building.

7.15 Some harm is still caused through the removal of much of the fabric of the building. However, the harm caused is less than substantial and as such under paras 134 and 135 of the NPPF this harm should be balanced against the public benefits of the

proposal. There are benefits to providing additional housing, justifies the harm. There will be some benefits also to having an active use in the ground floor which will be accessible and useful to the community (a local state agent, retail and café use). Furthermore, overall it is considered that the proposal will preserve and enhance the character of the conservation area.

7.16 The quality and design of the proposed extension follows the ethos of Art-deco style and will have a clean and light appearance. High quality materials will also be used, including stain-steel bronze effect, rather than anodised aluminium or other metallic material originally proposed.

7.17 It is therefore considered that the proposal will, provide an elegant building without over-powering the original bank building and will considerably enhance the character of the conservation area.

8 **Land use**

8.1 The Proposal will provide a mix use of residential and an element of coffee bar/ retail and financial and professional services. The provision of mix use development is often encouraged because they will be beneficial through their associated environmental benefits, especially in instances where they will reduce the need to travel and car dependency, and promote vitality and diversity to an area and improve social cohesion. Appropriate mixed-use developments are more sustainable than developments consisting of a single use and can help to create viable and economically healthy urban centres.

8.2 The property is situated within the Local Shopping Centre and therefore Policies S1 and S9 of the Watford District Plan 2000 is relevant in this case. Policy S1 deals with new retail development within the Borough and is explicit in directing this towards the identified and designated shopping centers. Policy S9 deals with Non Retail Uses and is a mechanism that allows a certain proportion of non-retail uses in the area to provide a balance of uses. The inclusion of a coffee shop, retail and financial and professional services is considered acceptable will have a positive impact upon the viability and vitality of the shopping centre.

Residential use

8.3 The updated scheme will provide twelve one bed-room flats and two two-bedroom flats, on the first to fourth floors.

8.4 Currently, there is strong national and local policy support for the provision of residential accommodation. Both adopted plans (the District Plan and the Core Strategy) give high priority for the provision of additional residential

accommodation. However, any residential accommodation needs to be provided in appropriate locations. Policy HS1 of the Core Strategy lists some of the criteria that will be taken into account in assessing the suitability of windfall sites for residential use. In this case, the site is brownfield land, is within the vicinity of the town centre, is not at risk of flooding (Flood Zone1, low risk), has some access to public transport and is not precisely allocated for other uses. Furthermore, in this instance the proposal retain the existing heritage asset. The proposed residential development will therefore meet the criteria set out in policy HS1. The application site is located within the Town Centre Special Policy Area of the Core Strategy. Policy SS1 states that within the wider town centre higher density homes will be delivered.

- 8.5 Policy H11 of the District Plan and HS2 of the Core Strategy provides that all proposals for residential development will be considered in the context of the local area's need for a variety of different types, tenures and sizes of accommodation.
- 8.6 The proposed development provides 14 flats comprising 12 one bedroom, 2 two bedroom units. Given the busy corner location of the site within the wider town centre policy area, this is considered to be an acceptable mix of units for a high density scheme of this nature and accords with aims of Policy HS2 of the Core Strategy.
- 8.7 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 14 units, this would require the provision of 5 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.
- 8.8 A viability assessment has been submitted in this case and has been the subject of detailed review by external consultants on behalf of the Council. The applicant's position is that it is not viable for the development to provide any affordable housing, either on-site or in the form of a financial contribution. The final advice from the Council's consultants supports the claim that is not viable for the development to make either provide affordable housing on site or to make financial contributions. The main reason for the scheme not being viable is due to the retention of the heritage asset which will push up the construction cost of the scheme to a degree that it will not be economically viable to include affordable housing in this instance.

9 Residential amenity of future occupiers

- 9.1 One of the key issues with respect to the scheme has been the quality of the residential accommodation for the future occupiers of the site.
- 9.2 The Residential Design Guide (RDG) sets out various standards and guidelines to ensure that new residential development provides high quality accommodation with good levels of amenity for future occupiers. The first factor to consider is the internal floor area of the proposed dwellings and the RDG sets out the minimum areas that should be achieved dependant on the number of bedrooms proposed. The RDG also gives minimum floor area guidelines for single and double bedrooms and combined living areas. The proposed flats in terms of floorspace (table below), generally comply with the guidelines.

Unit	Size	floor	Floor Space m ²
02.01	1B 2P	1	48.4
02.02	1B 2P	1	46.51
02.03	1B 2P	1	46.5
02.04	1B 1P	1	42.5
03.01	1B 2P	2	50.2
03.02	1B 2P	2	50
03.03	1B 2P	2	50.2
03.04	1B 2P	2	50
03.04	1B 2P	2	50
04.01	1B 2P	3	51
04.02	1B 2P	3	50
04.03	1B 2P	3	51
04.04	1B 2P	3	50
05.01	2B 4P	4	71
05.02	2B 4P	4	71

Table 1; floorsapce figure

- 9.3 The RDG also requires that all new residential units should have acceptable levels of amenity in terms of outlook, privacy and natural light. The flats proposed are all corner flats having dual aspect therefore they benefit from good outlook, daylight and sunlight. A number of flats will also benefit from private amenity space. Given the town centre location of the site, where the future residents will benefit from the range of services within easy reach, the issue with regards to lack of amenity space is considered acceptable.
- 9.4 Overall, each of the proposed flats will have adequate internal floor space to provide good quality accommodation.

10 Impacts on adjoining properties

- 10.1 The site does not directly adjoin any residential building. The nearest residential buildings to the properties are at some distance away.
- 10.2 It is not considered that the proposal would have any adverse impact on neighbouring properties of the application site.

11 Transportation, access and parking

- 11.1 The site is in a highly accessible location with Watford Junction station and its associated bus interchange located just 200m to the west. This gives access to a wide range of rail and bus services. Further bus services are accessible on St. Albans Road, and within the town centre, together with a full range of town centre shops, services and facilities. In light of this high level of accessibility a reduced level of on-site car parking provision is proposed. The site is located within Controlled Parking Zone.
- 11.2 The proposed development includes a provision of 2 car parking spaces which are intended to be used for commercial units.
- 11.3 The proposed flats will have no parking provision. Given the highly accessible location of the site, located within a controlled parking zone, this accords with saved Policy T26 of the Watford District Plan 2000 for car-free developments, subject to the development being excluded from the local controlled parking zone. This is necessary in order to ensure that future residents will not be entitled to parking permits, thereby preventing any additional on-street parking on the surrounding roads. This will require a payment of £2,000 to cover the costs of varying the local Traffic Regulation Order and could be secured by a section 106 planning obligation in the event of planning permission being granted. The applicant has already signed a unilateral obligation to ensure the future occupiers of the site will not be able to obtain residential parking permit.
- 11.4 The proposal will also incorporate safe and secure cycle storage space within the building. The recycle and waste storage bins will also be located within the building on the ground floor with access from the service Road.
- 11.5 It is considered that the proposal will have an acceptable impact upon the safe and free flow of traffic.

12 Community Infrastructure Levy (CIL)

- 12.1 The proposed scheme will be liable for CIL charges. The CIL charge covers a wide range of infrastructure and community facilities including education, childcare, libraries, youth facilities, open space, children’s playspace, transport and healthcare. Under the Community Infrastructure Levy Regulations 2010, payments towards infrastructure and facilities covered by CIL can no longer be sought by section 106 planning obligations unless there are site specific requirements which are necessary to make the development acceptable. CIL is charged on the relevant net additional floorspace created by the development. The charge for residential floorspace is £120m² and for offices and other commercial uses is £0m². As the existing building is lawfully occupied, the existing floorspace to be demolished is taken into account in calculating the net additional floorspace. An exemption from CIL can also be applied for in respect of all residential floorspace used for affordable housing. The CIL charge is non-negotiable and is calculated at the time planning permission is granted.
- 12.2 With the adoption of the Council’s CIL charging schedule on 1st April 2015, section 106 planning obligations can only be used to secure affordable housing provision and other site specific requirements. In the case of the current planning application, the only planning obligations required to make the development acceptable are:

The payment of £2,000 towards the variation of the relevant traffic regulation order to exclude the development from the local controlled parking zone, to ensure future residents of the development are not entitled to residents’ permits, in accordance with saved Policy T26 of the Watford District Plan 2000.

13 **Comments on the objections received**

The concern of local residents have summarised above. Most of their concerns have already been addressed in the body of the report as follows;

Representations	Officer’s response
The main objections relates to potential over-development of the site, the design and the impact upon the conservation area and the locally listed building	These issues have been considered at length in body of the report

The proposal will result in additional car parking pressure in the surrounding street,	This is a sustainable location, and the site is a short distance from Watford Junction Station and its bus interchange, there are also bus routes as well as range of services in the local shopping centre. It is in a highly accessible location where car free development is appropriate and acceptable in principle.
There are already too many commercial uses in St. Albans Road, including coffee shops	The premises are located within a shopping centre where these uses are considered to be suitable.

14 Conclusion

- 14.1 After a series of amendments the present scheme represents a pragmatic way forward for a building which has a limited life without some intervention. This approach retains the façade and some sense of the interior rooms whilst adding additional floorspace which will provide a combination of local retail/office space a new homes.
- 14.2 The proposal will provide a highly elegant, innovative with appropriate detailing and high quality materials which will considerably enhance the character of the area, retain the heritage asset. The proposed building will improve the quality of the area through active use of the building and the will allow the building to retain its role in the conservation area.
- 14.3 Given its location the proposal will have an acceptable impact upon the amenities of the adjoining occupiers.
- 14.4 The development is to be car-free and this is acceptable in this highly accessible and sustainable location close to Watford Junction Station, the shopping centre and the bus routes. The proposed residential flats will provide a good overall quality of accommodation for future residents, subject to appropriate conditions.

15 HUMAN RIGHTS IMPLICATIONS

- 15.1 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.

16 Recommendation

That, pursuant to a planning obligation under s.106 of the Town and Country Planning Act 1990 having been completed to secure the following Heads of Terms, planning permission be granted subject to the conditions listed below:

Section 106 Heads of Terms

- i) The payment of £2,000 towards the variation of the relevant traffic regulation order to exclude the development from the local controlled parking zone, to ensure future residents of the development are not entitled to resident's permits, in accordance with saved Policy T26 of the Watford District Plan 2000.

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:- L-01-02-A, A-01-00-A, A-01-01-A, A-01-02-A, A-01-03-A, A-01-04-A, A-01-06-A, A-02-01-A, A-02-02-A, A-02-03-A, A-02-04-A, A-02-05-A, A-02-06-A, A-03-01-A, A-04-02-A, A-09-01-A and the associated documents unless otherwise agreed in writing by the local planning authority.

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

3. No construction works shall commence until full details and samples of the materials to be used for the external surfaces of the building (including walls,

roofs, windows, doors and balconies) have been submitted to and approved in writing by the Local Planning Authority.

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

4. The development permitted by this planning permission shall be carried out in accordance with the approved Surface Water Drainage Assessment carried out by ESI Consulting reference ICS-2616.07.001 and the following mitigation measures:
 1. Implementing appropriate SuDS measures to include porous surfacing.
 2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
 3. Discharge into Thames Water Sewer restricted to a maximum of 69.1 l/s for the 1:100 plus climate change event.

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

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

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

The scheme shall also include:

1. Details of how the scheme shall be maintained and managed after completion.
2. Details of the proposed drainage scheme providing a drainage plan showing the location of any proposed SuDS, pipe runs.
3. Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.

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

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

6. No part of the development shall be occupied until the refuse and recycling store to serve the development, as shown on the approved drawings, has been constructed and made available for use. This facility shall be retained as approved at all times.

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

7. 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.

8. 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.

9. No plant or equipment shall be sited on the external elevations of the building unless details of the plant or equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include size, appearance, siting and technical specifications relating to noise.

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

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

Reason:

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

Informatives

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

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

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

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

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

https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise.

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

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

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

3. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure a financial payment towards the provision of affordable housing in the Borough and to exclude the development from the local controlled parking zone.
4. All new developments granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on streetnamenumbers@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.

5. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended. The Council also gave advice on the proposal and sought amendments during the application process.

The approved drawings and documents;

2019-L-00-01	LOCATION PLAN
2019-L-01-01	EXISTING SITE PLAN
2019-L-01-02-A	PROPOSED SITE PLAN
2019-D01-01	EXISTING / DEMO. PLANS
2019-D02-01	EXISTING / DEMO. ELEVATIONS
2019-A-01-00-A	PROP. GROUND FLOOR PLAN
2019-A-01-01-B	PROP. FIRST FLOOR PLAN
2019-A-01-02-B	PROP. SECOND FLOOR PLAN
2019-A-01-03-B	PROP. THIRD FLOOR PLAN
2019-A-01-04-B	PROP. FOURTH FLOOR PLAN
2019-A-01-06-A	PROP. ROOF PLAN
2019-A-02-01-A	PROP. NORTH ELEVATION
2019-A-02-02-A	PROP. EAST ELEVATION
2019-A-02-03-A	PROP. SOUTH ELEVATION
2019-A-02-04-A	PROP. WEST ELEVATION
2019-A-02-05-A	CONTEXT ELEVATIONS E/W
2019-A-02-06-A	CONTEXT ELEVATIONS N/S
2019-A-03-01-A	PROP. SECTION AA
2019-A-03-02-A	PROP. SECTION BB
2019-A-09-01-A	3D BUILDING STUDIES

DOCUMENTS:

- 99SAR DAS – August 2017
- Planning Statement – July 2017
- Heritage Statement – May 2017
- Viability Statement – August 2017 (latterly independently assessed)
- FRA and Drainage Assessment – September 2017

Case Officer: Habib Neshat

Tel: 01923 278285

Email: habib.neshat@watford.gov.uk

99 St Albans Road, Watford, WD17 1SN



99 St. Albans 3D images



99 St. Albans 3rd floor plan



99 St. Albans First floor plan



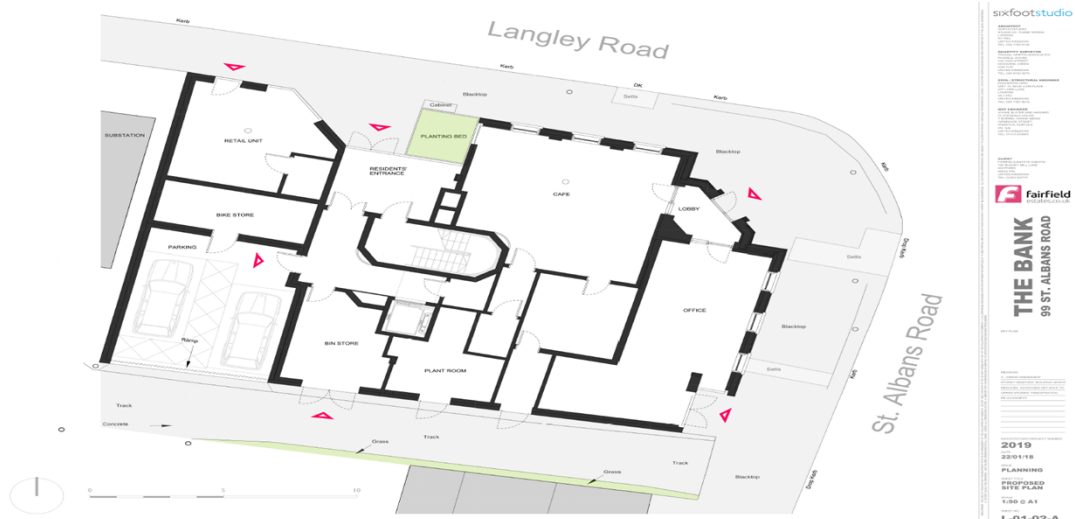
99 St. Albans front elevation



99 St. Albans Ground floor plan



99 St. Albans roof plan



99 St. Albans Second floor plan



PART A	
Report of: Head of Development Management	
Date of committee:	16th May 2018
Site address:	Whippendell Marine, Whippendell Road
Reference Number:	18/00269/FULM
Description of Development:	Redevelopment of the site to provide 81 apartments in 3 apartment buildings with associated access, parking, amenity space, bin store and bicycle/residential storage areas
Applicant:	Oakford Homes Limited
Date Received:	2nd March 2018
13 week date (major):	1st June 2018
Ward:	Holywell

1.0 Site and surroundings

- 1.1 The site is located on the southern side of Whippendell Road just east of the Junction with Sydney Road and extends through to Sydney Road where it has a 'secondary' frontage. The site is rectangular in shape and has an area of 0.6 hectare. It has been occupied by the Whippendell Engineering and Manufacturing Company (WEMCO) since the 1950s and comprises various industrial buildings. The main building fronts Whippendell Road and is 3 storeys with a small 4 storey element. To the rear is a large, 2 storey industrial building. On the Sydney Road frontage are 4 smaller, 2 and 3 storey buildings. The site has 1 vehicular access from Whippendell Road (at the western end) and 4 accesses from Sydney Road.
- 1.2 The immediately adjoining properties on both the Whippendell Road and Sydney Road frontages are 2 storey houses with good sized gardens. Those on Whippendell Road are Victorian terraces and those on Sydney Road semi-detached houses built in the 1950s. Whippendell Road is predominantly residential in character following the recent redevelopment of the Rembrandt House site to the east. To the west is the Printers Avenue mixed use development. Sydney Road has a very mixed character with the former Watford Laundry works and car repair garages opposite. Further to the east are other commercial sites (the subject of a recent application for residential development).

2.0 Proposed development

2.1 To demolish the existing building on the site and erect 3 blocks of flats:

- i) Block A (Whippendell Road) – A 3 storey block with part 4 storey element comprising 52 flats for market sale (30 x 1 bed and 22 x 2 bed).
- ii) Block B (Sydney Road) – A 3 storey block comprising 9 flats for market and affordable low cost housing (8 x 2 bed and 1 x 3 bed).
- iii) Block C (Sydney Road) – A 3 storey block comprising 20 flats for affordable housing (17 x 2 bed and 3 x 3 bed).

The development includes secure cycle/large item storage for each flat and waste and recycling bin stores. A total of 83 car parking spaces are provided (including 1 space for a car club vehicle) with the sole vehicular access from Sydney Road. Within the car park a small play area (98m²) is provided to the rear of Block A.

3.0 Relevant planning history

3.1 The site has a long planning history of works and development from 1949 to 1987 but no recent applications. The first building appeared on the site shortly after the First World War.

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.

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 177 properties in Whippendell Road, Sydney Road, King George's Avenue and The Gateway. Four letters of reply were received with 1 in support and only 2 raising objections. These are summarised in the table below:

Representations	Officer's response
Additional flats will make already congested area worse. Traffic generation and car parking.	See Section 6.7 below.
Watford is being ruined by putting flats/houses on every bit of land.	See Section 6.2 below.
What about impact on the community – schools and doctors surgeries?	The development will be liable for a Community Infrastructure Levy charge towards local infrastructure based upon the net additional floorspace created.

5.2 The letter of support stated “Redeveloping the site will be a good thing as it is old and does not blend in with the surrounding area. It has become quite noisy and attracts too many lorries. Having flats on the site will blend in better with Sydney Road, as we are residential, and it will be much quieter.”

5.3 The other letter received wanted to ensure there was enough car parking and suggested there be no parking permits for the new flats.

5.4 **Statutory publicity**

The application was publicised by 4 site notices posted on 16th March 2018 and by advertisement in the Watford Observer published on 16th March 2018. The statutory notice period expired on 6th April 2018.

5.5 **Technical consultations**

The following responses have been received from technical consultees:

5.5.1 Hertfordshire County Council (Highways Authority)

Has no objection to the proposed scheme but has requested conditions relating to the closure of existing accesses, modification of existing access, provision of pedestrian visibility splays, provision of parking and servicing areas and a construction traffic management plan. *[This final condition is not considered acceptable or appropriate as it does not satisfy the relevant tests for conditions. The Council as the Local Planning Authority cannot control construction vehicles using the public highway.]*

5.5.2 Hertfordshire County Council (Lead Local Flood Authority)

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

5.5.3 Thames Water

Has no objection with regard to sewerage capacity. Has not requested any conditions.

5.5.4 Environment Agency

No objections to the proposed scheme subject to appropriate conditions relating to ground contamination and remediation of the site, surface water drainage and intrusive works.

5.5.5 Planning Policy

Do not object to the application but make some detailed comments and conclude as follows:

“Whilst the overall layout and massing is acceptable and follows a logical approach, the internal courtyard does not function as any type of courtyard or amenity space, and is little more than a car park. This should be revisited and a balanced approach with regard to design, materials (shared surface), number of car spaces and amenity provision is required. Minor changes to the materials to the Whippendell Road elevation, more clearly defined own door access, and to ensure adequate screening and privacy for the private gardens is required.”

5.5.6 Housing

The Housing team commented as follows on the submitted application:

“The applicant has taken on board the comments made by the Housing and Planning Services in relation to the affordable housing requirements for the borough and the proposal reflects what the Housing Service requested from the developer in pre application discussions.

The site has 81 units which would usually attract 28 units of affordable housing (35%). The application offers 24 affordable housing units (30%). That said, as per Housing’s request, the smaller 1 bedroom units have been retained in the market sales leaving the affordable housing all 2 and 3 bedroom units. It would therefore be reasonable to look at achieving the 35% by habitable rooms rather than units. The affordable housing habitable rooms are 76 of 217 (35%) and it is considered appropriate provision has been made.

Unit sizes

As requested, all 1 bedroom units are in the market sales and the affordable housing is all family sized units.

Tenure mix

To meet policy requirements the 24 units of affordable housing should be split:

15 x affordable rented (65%)

5 x social rented (20%)

4 x LCHO (15%)

The 4 x LCHO units have been provided. From the 20 units of rented affordable housing we would like the 5 social rented to be 3 x 3 beds and 2 x 2 beds. That would leave 15 remaining 2 bed units to be affordable rented. See below table.

	1 bed	2 bed	3 bed	Total
Social rented	0	2	3	5
Affordable rented	0	15	0	15
LCHO	0	3	1	4
Total	0	20	4	24

Subject to agreeing the tenure mix as above, the Housing Service supports this application.”

6.0 Appraisal

6.1 Main issues

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

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

6.2 (a) Principle of the use

The site is not designated for employment use and the existing buildings are now very dated, in poor condition and not economic to repair. The loss of the poor quality commercial space would not be harmful to the commercial needs of the town. It is also a relevant consideration that commercial redevelopment of the site, with potential for significantly increased industrial activity and HGVs, is likely to give rise to additional harmful impacts in the residential context of Sydney Road in particular but also Whippendell Road. Retention of the site for commercial uses is therefore not considered to be appropriate or desirable in this case.

- 6.2.1 Although the immediate locality is of a mixed character, particularly on Sydney Road, the site is within a predominantly residential area and offers the opportunity for the comprehensive redevelopment of a significant brownfield site. Furthermore, the other outdated and poor quality residential sites on Sydney Road are also coming forward for residential development (29-43, Sydney Road – recently approved under ref.17/01591/FULM and the former Watford Laundry site). Bringing this site forward accords with the objectives of the NPPF that sites should not be allocated or protected for employment use where there is no reasonable prospect of them coming forward for employment use and that alternative uses should be considered.
- 6.2.2 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 a range of local facilities, is not at risk of flooding and has access to public transport. Furthermore, the site has no heritage significance or biodiversity or landscape value. The proposed residential development would be in keeping with the residential character of the surrounding area. The development provides a suitable mix of 1, 2 and 3 bed units, compliant with Policy HS2 of the Core Strategy, and also provides much needed affordable housing. The principle of residential provision is therefore supported.
- 6.3 (b) Scale and design
The scale and design of the proposed buildings has been informed by a thorough analysis of the existing industrial buildings and materials on the site and other important industrial buildings in the locality, such as Rembrandt House. All of the buildings are proposed as 3 storey, reflecting the scale of the existing buildings, with an enlarged 4th storey element on Block A fronting Whippendell Road, acknowledging the status of this road as an important local distributor road. All of the buildings will sit comfortably within the street frontages alongside the existing residential houses, following the existing building lines and providing high quality and animated frontages.
- 6.3.1 Block A exhibits a strong grid pattern within its facades reflecting the pattern seen in the existing building and typical of industrial buildings of this age. The materials chosen also reflect the industrial heritage of the site. On the Whippendell Road frontage, a red brick is proposed as the main material with metal and concrete panels adding variety and interest. In contrast, the rear elevation is in a grey brick, reflecting the fact that the rear elevations of industrial buildings were often in a poorer quality brick and contained less detailing (although in this case, the quality of materials and detailing will be the same as the front elevation).

6.3.2 For Blocks B and C, these are of a simpler design, robust but less industrial in appearance, reflecting the simpler design of the ancillary buildings found on this frontage (stores, boiler house) and acknowledging the residential nature of the road. These buildings still contain appropriate brick detailing, stone banding and recessed panels to add texture and interest, with both buildings having a raised parapet adjoining the access junction, signalling the sole entrance to the development.

6.3.3 Overall, it is considered that the proposal provides a successful design response for this site with buildings that will make a positive addition to both street frontages whilst relating well to the adjoining residential properties. The use of brick as the main facing material will ensure the long term quality of the buildings.

6.4 (c) Quality of residential accommodation

All of the proposed residential flats will meet or exceed the nationally described space standards for new residential dwellings. All of the flats will also have good levels of natural light, outlook and privacy. The majority of the flats are single aspect and those facing due north (those facing Whippendell Road in Block A and the internal parking area in Blocks B and C) will receive no direct sunlight into their rooms. This is a consequence of the orientation of the site and the existing pattern of housing on both roads. However, these units will still have a good level of amenity. Due to the level of parking provision (1 space per dwelling), there is only limited provision for communal amenity space (98m²) at ground floor level, which is provided in the form of a play area. However, all of the flats will have private balconies that will provide directly accessible private space for each flat. This is commonly the way private amenity space is provided in high density developments and is acceptable for this site.

6.4.1 A noise impact assessment has been submitted with the application to assess potential noise impacts from road traffic on Whippendell Road and Sydney Road on the proposed flats. This has concluded that additional acoustic double glazing and acoustic air bricks will be required for the flats facing or side on to both roads in order to ensure acceptable internal noise levels are achieved in accordance with British Standard BS8233:2014. Also, in order to allow the flats to be adequately ventilated without the need to open windows, mechanical ventilation will also be required, to provide background and purge ventilation. These additional measures can be secured by condition.

6.5 (d) Affordable housing provision

Policy HS3 of the Core Strategy requires a 35% provision of affordable housing for all major developments, with this provision having tenure split in to 65% affordable rent, 20% social rent and 15% shared ownership. The proposal provides 24 units for

affordable housing with 4 of the flats in Block B for affordable low cost home ownership (LCHO) (the remaining 5 flats are for market sale) and all of the 20 flats in Block C for affordable and social rent. The overall breakdown is as follows:

	1 bed	2 bed	3 bed	Total
Social rented	0	2	3	5
Affordable rented	0	15	0	15
LCHO	0	3	1	4
Total	0	20	4	24

The 24 flats equate to a provision of 30% affordable housing by units and 35% by habitable rooms. This provision of affordable housing has been negotiated and agreed with the Housing team with the scheme being redesigned after pre-application discussions to remove the proposed 1 bed affordable units and introduce 3 bed units and maximising the number of 2 bed units. Overall, the provision of 2 bed and 3 bed units only for the affordable housing, together with a policy compliant tenure split is considered to best meet the current urgent housing needs of the households on the Council's waiting list. This is considered an acceptable and welcome provision of affordable housing to meet the borough's urgent housing needs.

6.6 (e) Impacts on surrounding properties

6.6.1 i) Whippendell Road

The site is adjoined by terraced houses on both side elevations on Whippendell Road. The existing industrial building extends to a depth of 37m beyond the rear elevation of no.475 and 32m beyond the rear elevation of no.495, along the whole length of the garden areas, and is a visually dominant building in this respect. The proposed Block A will extend only 3m and 4m beyond the respective rear elevations with the open parking area adjoining the gardens. This will be a significant visual improvement to these properties.

6.6.2 ii) Sydney Road

On this frontage the site adjoins nos. 58 and 88, Sydney Road. A detached building on the application site extends 6m beyond the rear elevation of no.58 and another detached building extends 14m beyond the rear elevation of no.88. Under the proposal, with Block C will extend 7m beyond no.58 (an increase in 1m) and Block B will extend only 7m beyond no.88 (a reduction of 7m). Parts of the existing main building also extend along the garden boundaries of these properties and this will be removed. Overall, the proposal will have a significant positive impact on these properties.

6.7 (f) Transport, parking and servicing

The site is located in an out-of-centre location although is served by various bus routes along Whippendell Road and is within walking distance of the Metropolitan Line station. There are also various local services within walking distance including a convenience store, doctors' surgery, pharmacy and day nursery at Printers Avenue, local shops on Whippendell Road and a Morrison's on Ascot Road.

6.7.1 Although the site is out-of-centre, it is located within a controlled parking zone (CPZ) due to the relative proximity to the Metropolitan Line station and Vicarage Road Stadium. This would allow a reduced level of parking provision. In this case, the applicant has provided 83 spaces, which equates to 1 space per dwelling, 1 car club space and 1 visitor space. Under the Council's parking standards within the Watford District Plan 2000, the maximum provision for the proposed development would be 117 spaces. The proposal therefore makes a provision of 71% which is considered acceptable. The applicant has agreed that the development be excluded from the CPZ in order to ensure future residents are not entitled to parking permits. This can be secured by a s.106 planning obligation. The applicant has also agreed that 8 of the spaces will have active electric charging points and these will be unallocated.

6.7.2 In respect of traffic generation, a transport statement has been submitted which compares the predicted traffic generation from the industrial use of the site with that predicted for the proposed residential development. The predicted increases in traffic are considered to be insignificant and acceptable by the County Council as the Highway Authority. No cumulative transport assessment has been undertaken in respect of the other sites on Sydney Road which have either been granted consent (29-43, Sydney Road – 17/01591/FULM) or which are known to be coming forward (the former Watford Laundry site). However, application 17/01591/FULM did include a cumulative assessment for the former Laundry site and the Whippendell Marine site (based on an initial pre-application scheme for 65 flats and 1000m² of commercial floorspace). Although the submitted scheme for the application site is different to that assessed, a comparison can be made between the predicted traffic flows for the pre-application scheme and the current proposal. This shows that the predicted difference in two-way traffic flows in the peak periods is -12 vehicles in the morning peak and -2 vehicles in the evening peak. The proposed scheme will therefore have no greater impact on the highway network than the previously assessed scheme.

6.7.3 Two bin stores are provided within the development with adequate capacity for the required number of bins. Adequate manoeuvring space is also provided for a refuse vehicle to enter and leave the site in forward gear. Six residential stores are also

provided within the blocks which include cycle and large item storage cages for each of the flats. These will provide good facilities for the future occupiers.

6.7.4 On Whippendell Road, a servicing bay is proposed to allow servicing of Block A. This is intended to operate between the hours of 8.00am and 6.30pm, Monday to Saturday only, which will allow the servicing bay to be used for residents parking during the evenings, overnight and on Sundays when on-street demand is greatest. As this servicing bay is within the highway, it will need to be the subject of a traffic regulation order with the County Council as the Highway Authority in order for it to be enforceable.

6.8 (g) Environmental considerations

6.8.1 i) Land contamination

A Geo-environmental Site Assessment has been submitted with the application. Despite the investigation being limited by the extent of existing structures on the site, a range of contaminants has been identified on the site including asbestos, heavy metals, organic contaminants and other toxic chemicals. As such, further investigation will be required to fully assess any contamination on the site and to formulate an appropriate comprehensive remediation strategy. This will need to include asbestos removal, removal of made ground, and the decommissioning and removal of underground fuel tanks, the existing sub-station and the boiler house and fuel store. This can be secured by condition.

6.8.2 ii) Surface water drainage

A surface water drainage strategy has been submitted with the application. This proposes that all surface water from the site will be collected in underground attenuation tanks within the car park with regulated flows into the public sewer. Due to the proximity of the site to a potable water supply and the history of contamination, infiltration measures are not considered appropriate in this case. This has been agreed by Herts. County Council as the Lead Local Flood Authority and is acceptable.

7.0 Community Infrastructure Levy and s.106 planning obligations

7.1 Community Infrastructure Levy (CIL)

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

applicable to the proposed development is £147m² including indexation.

7.2 **S.106 planning obligation**

Following the adoption of the Community Infrastructure Levy, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in controlled parking zones and the provision of fire hydrants. The proposed development is one where affordable housing is to be provided on-site and this will need to be secured. The development will also need to be excluded from the local controlled parking zone and necessary fire hydrants provided to serve the development.

8.0 **Conclusion**

- 8.1 The site is suitable as a windfall housing site as it comprises previously developed land, is close to public transport, is close to a range of local facilities on Whippendell Road and Ascot Road and will be compatible with adjoining residential uses. The proposed 81 flats will make a significant contribution to the borough's housing supply including 24 affordable housing units. The proposed development is considered to be an appropriate and acceptable response to the context of this site in respect of its scale, design and materials. The proposal will sit comfortably within the streetscenes of Whippendell Road and Sydney Road.
- 8.2 The proposal will provide residential units of good quality and amenity and will not give rise to any significant harmful impacts to surrounding residential properties. The proposal will provide adequate on-site car parking and will also be excluded from the local controlled parking zone, which will mitigate any potential for overspill parking on the adjoining roads. The proposal will deliver many planning benefits and is welcomed.

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 24 flats as affordable housing comprising 5 flats (2 x 2 bed and 3 x 3 bed) for social rent, 15 flats (15 x 2 bed) for affordable rent and 4 flats (3 x 2 bed and 1 x 3 bed) for low cost home ownership;
- ii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being issued to this site;
- iii) To secure a financial payment to the County Council of £2,000 for the monitoring of an approved Travel Plan;
- iv) To secure the provision of fire hydrants to serve the site as required by Hertfordshire County Council;
- v) To secure 1 parking space for the use of a car club vehicle.

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:-

01258_P_00 P2, P_01 P1, P_02 P1, P_03 P1, P_04 P1, P_05 P1

01258_EL_01 P2, EL_02 P1, EL_03 P1, EL_04 P1, EL_05 P1, EL_08 P1

01258_S_00 P1, S_01 P1, S_02 P1, S_03 P1
01258_SOA_01 P1
01258_SP_00 P1, SP_01 P1, SP_02 P1, SP_03 P1
D0328_001A, 002B, 003B

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. The scheme shall include:
- i) a preliminary risk assessment which has identified: all previous uses; potential contaminants associated with those uses. A conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site;
 - ii) a site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
 - iii) the results of the site investigation and risk assessment referred to in (ii) 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;
 - iv) 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 (iii) 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. To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water

pollution in line with paragraph 109 of the National Planning Policy Framework. To prevent deterioration of groundwater within the secondary and Principal aquifers present beneath the site. The submitted geo-environmental assessment has identified known and suspected contamination from current and historical land uses. The proposed development includes extensive groundworks and foundation works which will alter the current site conditions, resulting in the creation of new pollutant pathways. This will need to be addressed to better constrain the conceptual site model and provide greater detail to the risk assessment.

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 and that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. To prevent deterioration of groundwater within the secondary and Principal aquifers.

5. The development hereby permitted may not 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: This is a pre-commencement condition 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. To prevent deterioration of groundwater within the secondary and principal aquifers.

6. 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.

7. No infiltration of surface water drainage associated with the development is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants. To prevent deterioration of groundwater within the secondary and principal aquifers onsite. Infiltration of surface water has the potential to mobilise contamination present within the soil.

8. Piling or other intrusive ground works (investigation boreholes, tunnel shafts, ground source heating and cooling systems) using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. A piling risk assessment and appropriate mitigation measures should be submitted for approval. The development shall only be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling or deep foundations do not harm groundwater resources. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

9. A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be 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 any part of the permitted development.

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

10. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment and Surface Water Drainage Strategy (133191-R1(1)-FRA, dated February 2018) by RSK and the following mitigation measures detailed within the Flood Risk Assessment:
- i) Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
 - ii) Implementing appropriate drainage strategy based on discharge into Thames Water sewer.

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

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

11. 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 size, volume, depth and any inlet and outlet features including any connecting pipe runs and manholes.
 - ii) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: This is a pre-commencement condition to ensure the design of the surface water drainage scheme is able to prevent any increased risk of flooding, both on and off site.

12. No development (excluding demolition works) shall commence until a noise mitigation scheme for each of the residential dwellings requiring acoustic double glazing, based upon the recommendations of the Noise Assessment Affecting the Proposed Residential Development (Report Ref. GA-2017-038-R1-RevA dated 16th February 2018) by Grant Acoustics, has been submitted to and approved by the Local Planning Authority. The scheme shall include

the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: This is a pre-commencement condition to ensure appropriate noise mitigation measures are built into the development to ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 for the future occupiers of the dwellings.

13. No development (excluding demolition works) shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings requiring acoustic double glazing, based upon the recommendations of the Noise Assessment Affecting the Proposed Residential Development (Report Ref. GA-2017-038-R1-RevA dated 16th February 2018) by Grant Acoustics, 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 dwellings remaining closed. The system must not compromise the sound insulation of the façades. 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: This is a pre-commencement condition to ensure appropriate ventilation measures are built into the development to ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 for the future occupiers of the dwellings.

14. No development (excluding demolition works) shall commence until full details and samples of the materials to be used for the external surfaces of the building (including walls, roofs, windows, doors, balconies and privacy screens) have been submitted to and approved in writing by the Local Planning Authority. These should be based upon the details given in the Design and Access Statement dated February 2018 by JTP. The development shall only be constructed in the approved materials.

Reason: This is a pre-commencement condition to ensure high quality materials are used for the buildings 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.

15. No dwelling shall be occupied until a detailed soft landscaping scheme for all the land within the site (based upon the Proposed Landscape Masterplan, drawing no. D0328_003 B dated January 2018, by Neil Tulley Associates) has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the amenity play area and, where practicable, enhanced tree and hedge planting along the western and eastern site boundaries. 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.

16. No dwelling shall be occupied until a detailed hard landscaping scheme for all the land within the site (based upon the Proposed Landscape Masterplan, drawing no. D0328_003 B dated January 2018, by Neil Tulley Associates) 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.

17. No dwelling shall be occupied until the respective refuse and recycling stores and residential stores to serve the dwellings, as shown on the approved drawings, have been constructed and made available for use. These facilities shall be retained as approved at all times and shall be used for no other purpose.

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.

18. No dwelling shall be occupied until the following works have been completed in full:

- i) the existing vehicular crossover on Whippendell Road 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 crossovers on Sydney Road have been removed, the footpath has been reinstated and the controlled parking zone bay has been extended to incorporate these parts of the highway.
- iii) the new access junction on Sydney Road to serve the development has been constructed in full, as shown on drawing no. 01258_P_00 P2.
- iv) the servicing bay on Whippendell Road has been formed, to be effective between the hours of 8.00am and 6.30pm, Mondays to Saturdays only, as shown on drawing no. 171015-02F within Appendix C of the Transport Statement dated February 2018 by Motion.
- v) the 83 parking spaces have been provided as shown on drawing no. 01258_P_00 P2, to include 8 unallocated spaces served by active electric charging points and 1 car club space.

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

19. No dwelling shall be occupied until a detailed Travel Plan, based upon the Travel Plan by Motion (dated 23 February 2018) submitted with the application and the Hertfordshire County Council document 'Hertfordshire Green Travel Plan Guidance', has been submitted to and approved by the Local Planning Authority. The approved Travel Plan shall be implemented at all times.

Reason: To ensure the development encourages a wide range of sustainable travel choices to reduce the impact of travel and transport on the environment, in accordance with Policy T3 of the Watford Local Plan Core Strategy 2006-31.

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

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

21. For the avoidance of doubt, no communications development permitted by Classes A, B or C of Part 16 of Schedule 2 of the Town and Country Planning

(General Permitted Development) (England) Order 2015 (as amended) shall be undertaken on any of the buildings hereby approved.

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

Informatives

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

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

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

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

Further details for both the applicant and those potentially affected by construction noise can be found on the Council's website at:
https://www.watford.gov.uk/info/20010/your_environment/188/neighbour_complaints_%E2%80%93_construction_noise.

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

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

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

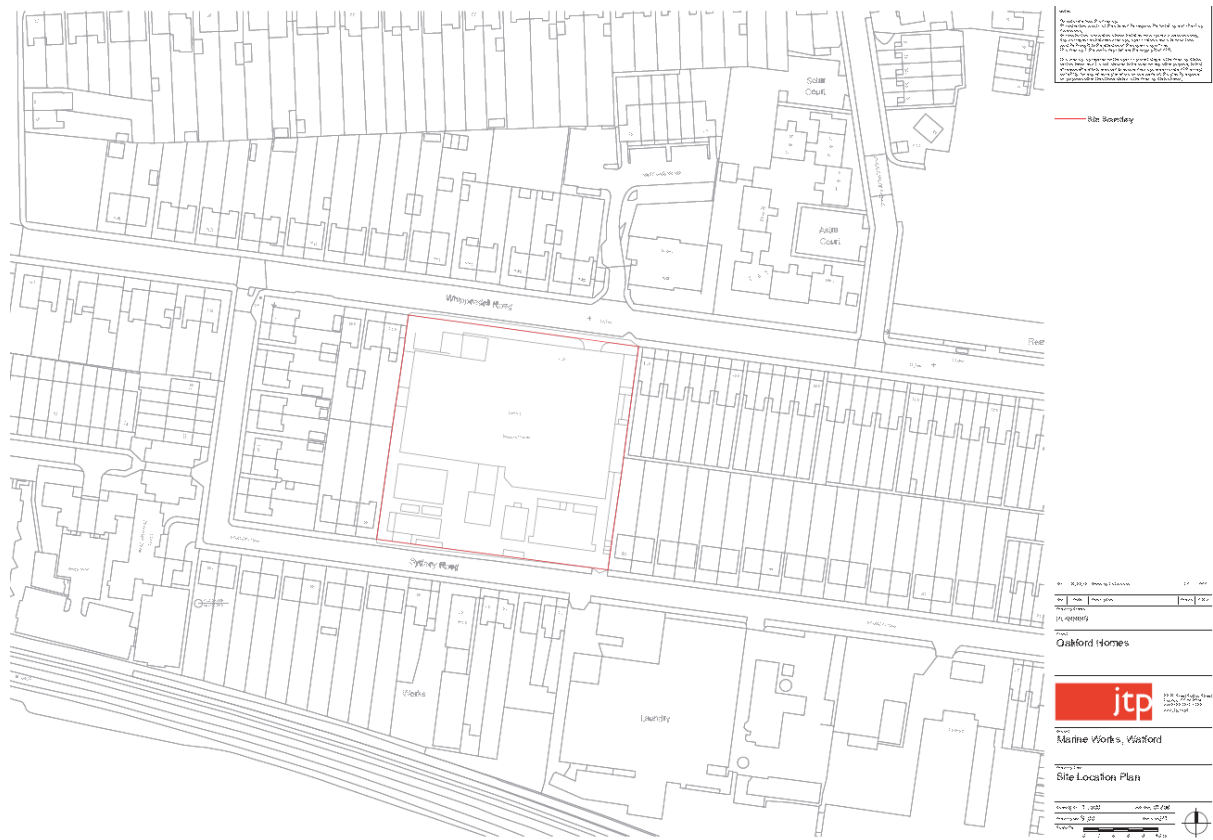
Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure 24 flats as affordable housing, the exclusion of the development from the local controlled parking zone, the necessary fire hydrants to serve the development, a monitoring fee for the Travel Plan and a parking space for a car club vehicle.
4. All new developments granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on streetnamenumbers@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.
5. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended. The Council 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.

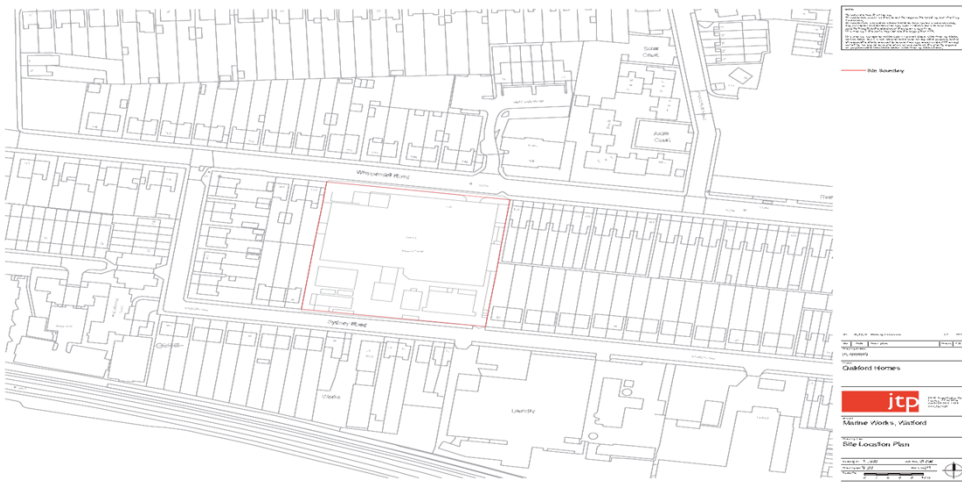
Case Officer: Paul Baxter
Email: paul.baxter@watford.gov.uk

Tel: 01923 278284

Whippendell Marine, 477-479 Whippendell Road, Watford, WD18 7PU



1 - Site location plan



2 - View of site from the south



View of site from the south

3 - View of site from the north



View of site from the north

4 - Street view from Whippendell Road



Street view from Whippendell Road

5 - Street view from Sydney Road



Street view from Sydney Road

6 - Site layout



7 - Landscape masterplan



8 - Block A front elevation



9 - Block A rear elevation



10 - Block B elevations



11 - Block C elevations



12 - Proposed street view Whippendell Road



13 - Proposed street view Sydney Road

PROPOSED SCHEME - 3D VIEWS
SYDNEY ROAD

