



**WATFORD
BOROUGH
COUNCIL**

DEVELOPMENT MANAGEMENT COMMITTEE

6 March 2019

7.00 pm

Town Hall

Contact

Ishbel Morren

legalanddemocratic@watford.gov.uk

01923 278375

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

Publication date: 26 February 2019

Committee Membership

Councillor P Jeffree (Chair)

Councillor S Johnson (Vice-Chair)

Councillors N Bell, R Laird, M Mills, I Sharpe, R Smith, 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 6 February 2019 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 with Democratic Services.
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. **18/01629/FULM - 56D, 56E, 58 And 58A Vicarage Road** (Pages 5 - 32)

Redevelopment of the site to provide a mixed use scheme comprising 30 residential units and flexible commercial floor space
5. **18/01626/FUL - 1, Hamilton Street and adjoining garage site** (Pages 33 - 47)

Demolition of existing garages and bungalow and erection of 9 dwelling houses, access road and car parking

Introduction

Please note that the officer report is a summary of the issues including representations made and consultation responses. Full details of the applications, plans submitted, supporting information and documents, representations made, consultation responses and correspondence can be found on the council's web based [Public Access system](#) using the application reference or address.

Specific policy considerations for each application are detailed within the individual reports. The background papers and policy framework listed below have been relied upon in the preparation of the reports in this agenda.

Background papers

- The current planning applications under consideration and correspondence related to that application.
- All relevant third party representations and consultation replies received.

Policy Framework

- The Statutory Plans and Supplementary Planning Guidance, together with relevant Government legislation, Circulars, Advice, Orders, Directions and Guidance listed below:

Local Planning Documents

Local Development Documents provide the framework for making planning decisions. These can be found on the Council's [website](#) and include:

- the existing Local Plan which consists of the Core Strategy, saved policies in the Watford District Plan 2000 and Proposals Map); and
- Supplementary Planning Documents.

County Planning Documents

The Hertfordshire Waste Local Plan and Minerals Local Plan prepared by Hertfordshire County Council are material considerations alongside the Watford Local Plan. These documents can be found on the county council's [website](#).

National Planning Documents

Key legislation can be found using this [weblink](#), including:

- Growth and Infrastructure Act (2013)

- Housing and Planning Act (2016)
- Localism Act (2011) and subsequent amendments
- Planning Act (2008) and subsequent amendments
- Planning and Compulsory Planning Act (2004) and subsequent amendments
- Town and Country Planning Act (1990) and subsequent amendments
- Town and Country Planning (Local Planning) (England) Regulations 2012 and subsequent amendments.

National guidance can be found on the government service and information [website](#), including:

- National Planning Policy Framework (revised February 2019) and supporting Technical Guidance
- Planning Practice Guidance (PPG) (web based)
- Planning policy for traveller sites
- Relevant government circulars
- Relevant Ministerial Statements (which will be referred to in the individual reports as necessary)

Section 106 Planning obligations and 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 where relevant. Section 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.

Human Rights implications

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

Committee date	6 March 2019
Application reference Site address	18/01629/FULM - 56D, 56E, 58 And 58A Vicarage Road
Proposal	Redevelopment of the site to provide a mixed use scheme comprising of 30 residential units (Class C3), flexible commercial floorspace (Class A1/A2/B1/D2), cycle parking, landscaping and associated works.
Applicant	GS8 Limited
Agent	DP9 Limited
Type of Application	Full Planning Permission
Reason for committee Item	Major Application
Target decision date	25 March 2019
Statutory publicity	Public Advertisement and Site Notice 11 January 2019
Case officer	Paul Baxter, paul.baxter@watford.gov.uk
Ward	Vicarage

1. Recommendation

That planning permission be granted subject to conditions, as set out in section 8 of this report.

2. Site and surroundings

- 2.1 The site is located on the southern side of Vicarage Road between Farraline Road/The Hornets to the east and Occupation Road to the west. It comprises the former Watford Printers building (58), a small retail unit (58A) and 2 small retail units (56D and 56E) that form part of a small parade of 5 single storey units. The site is approximately rectangular in shape with an area of 0.11 hectare. The site backs onto two storey residential properties in Clifton Road to the rear (south) and a car repair/MOT garage immediately to the west.
- 2.2 The main 2 storey building on the site, no. 58, is a locally listed building. Opposite the site is The Square Conservation Area which contains several locally listed buildings, including the Red Lion PH and stable block, and the war memorial and chapel within the Vicarage Road Cemetery. The 2 units at nos. 56D and 56E fall within the Vicarage Road local shopping frontage designation.
- 2.3 The wider area is very varied. To the east is the Vicarage Road local shopping frontage, which extends through to Merton Road/Wiggenhall Road, comprising single storey and 2 storey properties, with residential

accommodation on the upper floors. Opposite the site is the Vicarage Road Cemetery which forms part of The Square Conservation Area. To the west is Vicarage Road Stadium and beyond this Watford General Hospital. The area to the south comprises residential streets of 2 storey Victorian terraced properties.

3. Summary of the proposal

3.1 Proposal

To demolish all the existing buildings on the site and erect a single building of 3 and 4 storeys to provide commercial floorspace at ground floor (within Use Classes A1, A2, B1, D2) and 30 flats above. The commercial floorspace is shown as 3 units, reflecting the character of the local shopping frontage. The flats comprise 8 x 1 bed (27%), 18 x 2 bed (60%) and 4 x 3 bed (13%) units. Bin and cycle stores are shown at ground floor level.

3.2 Conclusion

The site is suitable as a windfall housing site as it comprises previously developed land, is close to public transport on Vicarage Road and within walking distance of the site, is close to local facilities in the local shopping frontage and a wide range of services within walking distance in the town centre, and is compatible with adjoining residential uses. The proposed 30 flats will make a significant contribution to the borough's housing supply while the commercial units will extend and enhance the local shopping frontage. The principle of a residential led mixed-use development was established in the previous application.

3.3 The proposed development has been amended in respect of its scale and design to address the previous reason for refusal. This is considered to be an appropriate and acceptable response to the context of this site in respect of its scale, design and materials, and is considered to satisfactorily overcome the previous reason for refusal. It will enhance the streetscene in Vicarage Road and the setting of The Square Conservation Area. Although it will result in the loss of a locally listed building on the site, the harm arising is considered to be outweighed by the many benefits of the proposal.

3.4 The proposal will provide residential units of good quality and amenity and will not give rise to any significant harmful impacts to surrounding residential properties. The proposal is car-free which is acceptable in this sustainable and accessible location.

4. Relevant policies

Members should refer to the background papers attached to the agenda. These highlight the policy framework under which this application is determined. Specific policy considerations with regard to this particular application are detailed in section 6 below.

5. Relevant site history/background information

- 5.1 The oldest building on the site, no.58, was originally known as Colney Butts House and formed part of an eighteenth century farm. It was sold to Watford Printers in 1924 with the large industrial extension added in the 1930s.

18/00614/FULM - Proposed redevelopment of the site to provide a mixed use scheme comprising of 33 residential units (Class C3), flexible commercial floorspace (Class A1/A2/B1/D2) associated cycle parking, landscaping and associated works. Planning permission refused at Development Management Committee on 25th July 2018 for the following reason:

By reason of its height, scale and massing the proposed development would adversely affect the character of the neighbouring residential area and as such would be contrary to Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

6. Main considerations

- 6.1 The main issues to be considered in the determination of these applications are:

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

- 6.2 (a) Principle of the use

The majority of the site has no specific land use designation. Only units 56D and 56E fall within the local shopping frontage. In this respect, the proposal will introduce an enhanced floorspace for commercial use at ground floor

which will extend the local shopping frontage across the frontage of the site. This will be a benefit to the shopping frontage and is welcomed.

6.3 Policy HS1 of the Core Strategy lists the criteria that will be taken into account in assessing the suitability of sites for residential use. In this case, the site is brownfield land, is close to a range of local facilities, is not at risk of flooding and has access to public transport. Although the site has some heritage significance this is not considered to outweigh the benefit of new residential development on the site (see Section 6.6 below). Overall, the proposal is in general accordance with Policy HS1 and the principle of residential development on the upper floors and to the rear of the site, whilst extending the local shopping frontage, is acceptable.

6.4 The proposed residential development would be in keeping with the residential character of the surrounding area to the south and to the north-west. The development provides a suitable mix of 1, 2 and 3 bed units and is compliant with Policy HS2 of the Core Strategy. The principle of residential provision is therefore supported.

6.5 (b) Scale and design

The previous application was refused for a single reason, relating to the height, scale and massing of the proposed building. Members considered that the height of the proposed building was disproportionate in an area more typically characterised by two or three storey buildings, that it lacked texture and detailing, and that the use of timber cladding was inappropriate.

6.6 In response to this refusal, a number of changes have been made to the proposed building:

- i) A storey has been removed from the building so that it is now part 3 and 4 storeys only.
- ii) The roof form of the top storey has been changed from a flat roof to a series of 6 small gabled roofs running front to rear of the building. The windows have been arranged under these gables to give a strong vertical rhythm to the fenestration.
- iii) The timber cladding has been removed and the external elevations will all be in a red brick.
- iv) Various brick detailing has been introduced, particularly on the top storey and at parapet level.

6.7 With these changes, it is considered that the proposed building now better reflects the immediate locality in terms of its scale, vertical rhythm and use of materials. The use of the small gables and the arrangement of the fenestration

has broken down the mass of the building and the façade now contains greater detailing and interest. As with the previous proposal, the building will provide a transition between the single storey and 2 storey buildings within the local shopping frontage to the east and the scale, massing and appearance of the Vicarage Road Stadium. The proposed building has been designed to reflect this transition in scale with a 3 storey element at its eastern end, adjoining the buildings within the shopping parade, stepping up to 4 storeys across most of the site.

- 6.8 As with the previous scheme, the ground floor commercial units are defined by a strong horizontal feature in the form of a concrete band that separates the ground floor from the upper floors. This highlights the commercial 'base' of the building and gives it a strong presence at street level. The first and second floor levels form the 'middle' of the building with a strong vertical fenestration, with the 'top' formed by the upper storey and gabled roof forms. This successfully breaks up the massing, adds interest to the façade and provides a strong vertical rhythm that is characteristic of the terraced housing in the area and the buildings within the shopping frontage. The main facing material is proposed to be brick, which is the characteristic material of the locality.
- 6.9 Overall, this is considered to be a successful design approach that gives a more human scale and feel to the building and helps it to assimilate into the streetscene. It will provide a significant visual improvement to the site and be a positive addition to the Vicarage Road streetscene. It is considered that the changes made to the height, scale and design of the building overcome the previous reason for refusal.
- 6.10 (c) Impact on heritage assets
The only heritage asset directly affected by the proposal is the locally listed building at no. 58, which will be demolished. The reason for the local listing is given as:

Architectural interest:

A complex building with elements dating from three centuries. Part designed by the architect William H. Syme (F.R.I.B.A.), who was responsible for a number of other Locally and Nationally Listed Buildings in Watford.

Function & Historical interest:

The oldest part of the building was originally known as the Colney Butts House. Originally part of a farm and recorded as existing in the eighteenth century, this is one of the oldest houses that survive in Watford. Part of the two storey section was substantially extended during the mid-nineteenth century, when it

still remained as a farmhouse. In 1910 the property was purchased as a home by the architect William Syme, who added the single storey element on the western side in 1911. The site was sold by Syme to the Watford Printers in 1924 and the extensive additions to the eastern side were added during the 1930s.

- 6.11 As a result of significant changes to the property over the past 2 centuries and in particular the extensions undertaken by Watford Printers in the 1930s, much of the interest of the building has been lost or eroded. Other unsympathetic alterations have included pebble dash render and uPVC windows. The industrial extensions on the eastern side of the building were built over the original garden area of the house which was completely lost. Consequently, the original context of the building has been lost, the building has little presence within the streetscene and is of limited architectural interest.
- 6.12 The value of the building as a non-designated heritage asset is therefore considered to be very limited and the loss of the building needs to be weighed against the benefits of the proposed development. In this respect, the proposal will extend and improve the local shopping frontage, significantly improve the appearance of the site, enhance the streetscene and provide 30 residential flats of 1, 2 and 3 bedrooms. Overall, it is considered that the benefits of the proposal significantly outweigh the loss of the locally listed building as an undesignated heritage asset. This remains unchanged from the previous scheme.
- 6.13 The Square Conservation Area is opposite the site on the northern side of Vicarage Road and is a designated heritage asset. It also contains several locally listed buildings. The proposal will have no direct effect on the conservation area but will be seen as part of its setting, alongside Vicarage Road Stadium. The scale and design of the proposed building is considered to enhance the wider streetscene and will therefore enhance the setting of the conservation area. It is not considered the proposal will give rise to any harm.
- 6.14 (d) Quality of residential accommodation
To the rear of the building, where the land levels drop down towards the properties in Clifton Road, the proposal incorporates 4 no. 2 bed units with small private garden areas. The upper floors, above the commercial units, comprise a mix of 1, 2 and 3 bed flats. All of the residential units are accessed via two entrances on Vicarage Road. All of the proposed residential units will meet or exceed the nationally described space standard for new residential dwellings and will have good levels of natural light, outlook and privacy.

Whilst the lower ground floor units at the rear will have private gardens, the upper floor flats will all have access to private balconies.

- 6.15 A noise impact assessment has been submitted with the application to assess potential noise impacts from road traffic on Vicarage Road on the proposed units. The assessment also included a match day to assess noise from Vicarage Road Stadium. This has concluded that additional acoustic double glazing and acoustic ventilators will be required for the units facing Vicarage Road and the stadium 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.
- 6.16 (e) Affordable housing provision
Policy HS3 of the Core Strategy requires a 35% provision of affordable housing for all major developments, with this provision having a tenure split of 65% affordable rent, 20% social rent and 15% shared ownership. The Council will only consider a lower level of provision where the developer can demonstrate exceptional planning or other constraints through the submission of a viability appraisal. As with the previous application, the application was accompanied by a viability appraisal which concluded the scheme was unable to make any affordable housing provision, either on-site or through a commuted sum. In the case of the previous application, a commuted sum of £350,000 was eventually negotiated, with 50% to be paid on commencement of the development and 50% on completion of the 18th unit. Given the reduction in the number of units in the proposed scheme, this figure has been renegotiated to £290,000. In light of the viability appraisal, this exceeds the reasonable contribution the scheme can be expected to support and accords with the requirements of Policy HS3.
- 6.17 As with the previous application, a commuted sum is considered to be the most appropriate form of provision in this case. Given the relatively small size of the site, it is not practicable to provide a separate entrance and core for a small number of affordable units, which would also have a significant impact on the viability of the scheme. The commuted sum will enable the Council to use this money for the delivery of new affordable units elsewhere in the borough or to change the tenure of affordable housing units already being delivered, i.e. to change affordable rented units to social rented units in order to help meet the most urgent housing needs. The applicant is currently working with the Council with a view to linking this payment to the Watford Community Housing scheme at The Brow to allow the provision of additional social rented units.

6.18 (f) Impacts on surrounding properties

The only residential properties adjoining the site and those likely to be directly affected are sited to the rear (south) of the site at nos. 20-30 (evens), Clifton Road. These properties are typical Victorian terraced houses with outriggers. The proposed scheme has been designed to achieve a minimum distance of 11m between the rear of the building and the site boundary and 27.5m between the rear facing windows and the nearest windows in the rear of these properties. This accords with the minimum guidelines in the Residential Design Guide and is, consequently, sufficient to ensure acceptable levels of privacy are maintained to these properties. However, in response to pre-application discussions with officers and concerns raised by local residents, further measures to mitigate any overlooking and loss of privacy have been incorporated; these include the incorporation of obscured glazing on the lower glazing of the rear windows and the planting of new trees along the rear boundary. All of these measures will further mitigate any overlooking.

6.19 In respect of natural light, the scheme has been designed to accord with the 25° guideline of the British Research Establishment's (BRE) document 'Site layout planning for daylight and sunlight: A guide to good practice'. This advises that if a 25° line in the vertical plane is taken from the mid-point of a window and is not breached by a proposed development, acceptable levels of daylight will be maintained to that window. In addition to this, a detailed analysis of daylight has been undertaken using proprietary software to demonstrate that only a small number of windows in Nos. 22, 24, 26 and 28 Clifton Road properties would experience a minor loss of daylight. Most of these are ground floor windows to as kitchens and bathrooms.

6.20 Sunlight to these properties will be unaffected. The windows in the front elevation of the properties face south over Clifton Road and away from the application site. The rear facing windows that face towards the site also face north so will receive limited direct sunlight and cannot be assessed. However, the garden areas will receive oblique sunlight from the east and west and this will be unaffected by the proposed building.

6.21 In terms of outlook, there is no objective test for compliance. However, compliance with the BRE's 25° guideline will generally ensure a proposal will not appear unduly overbearing and will maintain an acceptable level of outlook. Whilst the proposed building will be significantly higher than the existing buildings on the site, it is not considered that it will appear unduly overbearing when viewed from the adjoining properties. Views of the building will also be softened to a degree by the proposed tree planting along the rear boundary.

- 6.22 Overall, it is considered the proposed building will have some impacts on some of the properties in Clifton Road in relation to a reduction in daylight, but these impacts are not considered to be significant to refuse the application.
- 6.23 (g) Transport, parking and servicing
The site is located on the edge of the wider town centre area and within the Vicarage Road local shopping frontage. It is served by various bus routes along Vicarage Road, principally the 10 bus service which runs every 10 minutes to the town centre and Watford Junction. The site is also within walking distance of the town centre and numerous additional bus services, the High Street Station and, slightly further away, Bushey Station. There are also various local services within the local shopping frontage including a convenience store and ethnic food shops, barbers/hairdressers, an optician, cafes and take-aways.
- 6.24 The site is located within a controlled parking zone (CPZ) due to the close proximity to Vicarage Road Stadium and the town centre. This would allow a reduced level of parking provision or a car-free development. In this case the proposal is car-free as there is no opportunity to provide any on-site parking. The existing site also has no on-site car parking. 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 to fund a survey of the local CPZ (Zone K) and a consultation with local residents regarding a potential extension of hours beyond 6.30pm. This has been agreed in response to requests from local residents and a petition during the applicant's consultation process on the previous application.
- 6.25 A bin store and cycle store are provided at ground floor within the building to serve the residential flats with adequate capacity for the number of flats proposed. Due to the relatively small size of the proposed commercial units and their potential uses, no separate bin stores have been provided for the units, with any waste to be stored within the units themselves.
- 6.26 Servicing of the former printers and the majority of other units within this part of the shopping frontage has to take place directly from Vicarage Road. This will remain the case for the proposed commercial units and the residential flats. There are single yellow lines outside the site which allow limited servicing to take place and this is acceptable. There is no opportunity for on-site servicing to take place.

- 6.27 The transport, parking and access aspects of the scheme remain unchanged from the previous scheme.
- 6.28 (h) Environmental considerations
 i) Land contamination
 No site investigation for land contamination has been submitted with the application. Given the previous use of the site as a printing works, contamination arising from the various chemicals used in the printing process over many years is highly likely. Appropriate conditions are therefore proposed to secure a site remediation scheme.
- 6.29 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 rear garden areas with regulated flows into the public sewer. This has been agreed by Herts. County Council as the Lead Local Flood Authority and is acceptable.
- 6.30 iii) Sustainability
 An Energy and Sustainability Statement has been submitted in respect of both the commercial and residential elements of the proposal. These detail how the proposed development will achieve a reduction in annual energy demand by 10% for the residential element and 10.3% for the commercial element through the potential to utilise a ground source heat pump system and solar photovoltaic panels on the roof of the building.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment
Hertfordshire County Council (Highways Authority)	No objections.
Hertfordshire County Council (Lead Local Flood Authority)	An acceptable surface water drainage scheme has been submitted. No objection to the proposal subject to suggested conditions.
Thames Water	Has no objection with regard to the waste water network or waste water process infrastructure capacity. No objection with regard to surface water drainage providing sequential approach

	followed. Has not requested any conditions.
--	---

7.2 Internal Consultees

Name of Internal Consultee	Comment
Environmental Health	Has raised no objections providing the previously proposed conditions are imposed.
Planning Policy	No comments received.
Housing	On a site of 30 units, in line with policy, we would expect 10 or 11 units (35%) to be affordable housing. However, the application proposes no affordable housing and that all 30 units be market housing. The proposed 30 market housing units will provide no assistance to those households, who the Council has a duty to assist. On that basis we do not support the application.
Waste and Recycling	Confirmed bin requirements for residential units.

7.3 Interested parties

Letters were sent to 33 properties in the surrounding area. Responses have been received from 11 properties. The main comments are summarised below, the full letters are available to view online:

Comments	Officer response
Upper floor windows will overlook properties in Oxford Street.	The site is 54m from the nearest property in Oxford Street, consequently, the proposal will not give rise to any overlooking.
Inadequate parking provision. Potential for 30+ cars to park in surrounding roads outside of CPZ hours. Parking restrictions should be extended.	See paragraphs 6.23-6.24 of this report.
Development is still out of proportion to the area.	See paragraphs 6.5-6.9 of this report.

Proposal would alter the outlook of Souldern Street.	The site is 100m away from Souldern Street and will have no impact on this road.
No communal space for future residents.	Due to the limited size of the site and its nature, it is not possible to provide communal space, however, all flats will have private gardens or balconies.
No affordable accommodation that is clearly needed.	See paragraphs 6.16-6.17 of this report.
Need for a Historic Building Record of the former Colney Butts farmhouse if the application is granted.	See Condition 3 in the recommendation of this report.

8. Recommendation

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

Section 106 Heads of Terms

- i) To secure a financial payment to the Council of £290,000 towards the provision of affordable housing in the Borough of Watford;
- ii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being issued to this development;
- iii) To secure a financial payment to the Council of £31,200 towards survey work and a public consultation into the potential to extend the operating hours of the local controlled parking zone (Zone K);
- iv) A financial contribution of £6,000 to Hertfordshire County Council for monitoring of the Travel Plan for the site.

Conditions

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

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

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

1715-LS-X-XX-DR-A-0100_P1
1715-LS-X-XX-DR-A-1000_P1
1715-LS-X-00-DR-A-1100_P1
1715-LS-X-05-DR-A-1100_P1
1715-LS-X-10-DR-A-1100_P1
1715-LS-X-20-DR-A-1100_P1
1715-LS-X-30-DR-A-1100_P1
1715-LS-X-50-DR-A-1100_P1
1715-LS-X-XX-DR-A-1201_P1
1715-LS-X-XX-DR-A-1202_P1

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

3. No demolition of the existing buildings shall commence until a Historic Building Record of 58, Vicarage Road has been submitted to and approved in writing by the Local Planning Authority.

Reason: This is a pre-commencement condition as the building is locally listed and will be lost as a result of the proposal and a record of the building is required before it is demolished, in accordance with Policy UD2 of the Watford Local Plan Core Strategy 2006-31 and the NPPF.

4. No demolition of the existing buildings shall commence until details of the tree protection measures to protect the retained tree at the rear of 56E, Vicarage Road have been submitted to and approved in writing and these measures have been installed as approved. These measures shall be retained at all times during the demolition and construction of the development.

Reason: This is a pre-commencement condition in order to ensure the long term health and retention of the tree.

5. 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.

6. No construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy (see Condition 4 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: In order 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. In the interests of the health of the future occupiers of the site, in accordance with saved Policy SE24 of the Watford District Plan 2000.

7. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted to, and obtained written approval from, the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination is to be dealt with. All works shall be carried out in accordance with the approved details.

Reason: In the interests of the health of the future occupiers of the site, in accordance with saved Policy SE24 of the Watford District Plan 2000.

8. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Elliott Wood Partnership Ltd (job number 2170842, revision P3, dated December 2018):
 - i) Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 2.5 l/s during the 1 in 100 year event plus 40% of climate change event.
 - ii) Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event providing a minimum of 46m³ (or such storage volume agreed with the LLFA) of total storage volume in underground tank.

- iii) Discharge of surface water from the private drain into the Thames Water sewer network.

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

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

- 9. No development (excluding demolition works) shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- i) Final detailed post development modelling in relation to surface water for all rainfall events up to and including the 1 in 100 year return period including a +40% allowance for climate change. This should include the final version of the proposed drainage strategy.
- ii) Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
- iii) 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 in order to ensure adequate measures are incorporated into the design to prevent any increased risk of flooding, both on and off site.

- 10. No development (excluding demolition works) shall commence until a noise mitigation scheme for each of the residential dwellings requiring acoustic double glazing, based upon the recommendations of the Noise Exposure Assessment (Report 13537-NEA-01 RevB dated 29 November 2018) by Clement 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.

11. 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 Exposure Assessment (Report 13537-NEA-01 RevB dated 29 November 2018) by Clement 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.

12. No development (excluding demolition works) shall commence until full details and samples of the materials to be used for the external surfaces of the building (including walls, roofs, windows, doors, balconies, 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 (version P1 dated 20 December 2018) by Lynas Smith. 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.

13. No dwelling shall be occupied until a detailed soft landscaping scheme for all the land within the site, based upon the details given in the Design and Access Statement (version P1 dated 20 December 2018) by Lynas Smith, has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the biodiverse roof system. The approved landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

14. No dwelling shall be occupied until the bin and cycle 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.

15. No dwelling shall be occupied until the following works have been completed in full:
- i) the widening of the public footpath outside the site;
 - i) the formation of a vehicular crossover on Vicarage Road in front of the bin store to facilitate collection;
 - ii) the provision of 2 cycle stands (4 cycles) for short stay visitors.

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

16. 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.

17. No dwelling shall be occupied until a detailed Travel Plan has been submitted to and approved in writing by the Local Planning Authority, based upon the Residential Travel Plan dated December 2018 by Caneparo Associates. The approved plan shall be implemented in full.

Reason: To encourage and promote sustainable modes of travel to the residents of the development.

18. No dwelling shall be occupied until a detailed external lighting scheme for the development, based upon the details given in the Design and Access Statement (version P1 dated 20 December 2018) by Lynas Smith, has been submitted to and approved in writing by the Local Planning Authority and the lighting scheme has been installed 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.

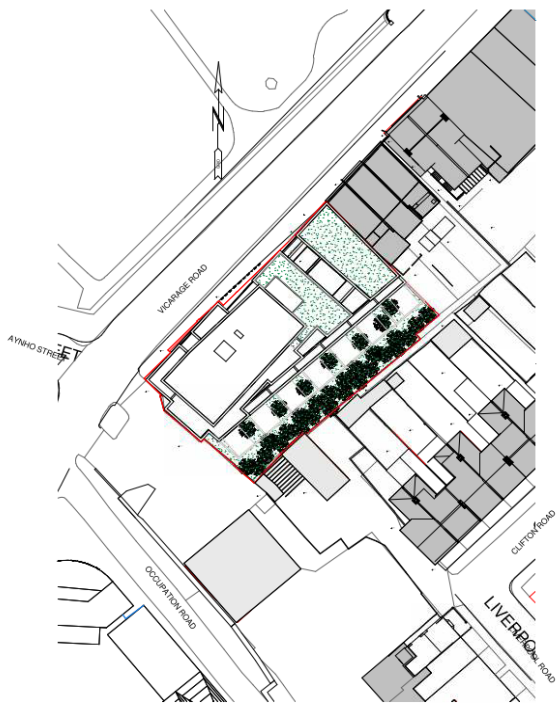
19. For the avoidance of doubt, no communications development permitted by Classes A, B or C of Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) shall be undertaken on any of the buildings hereby approved.

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. IN907 – Positive and proactive statement
2. IN909 – Street naming and numbering
3. IN910 – Building Regulations
4. IN911 – Party Wall Act
5. IN912 – Hours of Construction
6. IN913 – Community Infrastructure Levy Liability
7. IN914 – Section 106 Agreement/Undertaking
8. IN915 – Highway Works – HCC agreement required

1800614FULM - 56D, 56E, 58, 58A, Vicarage Road



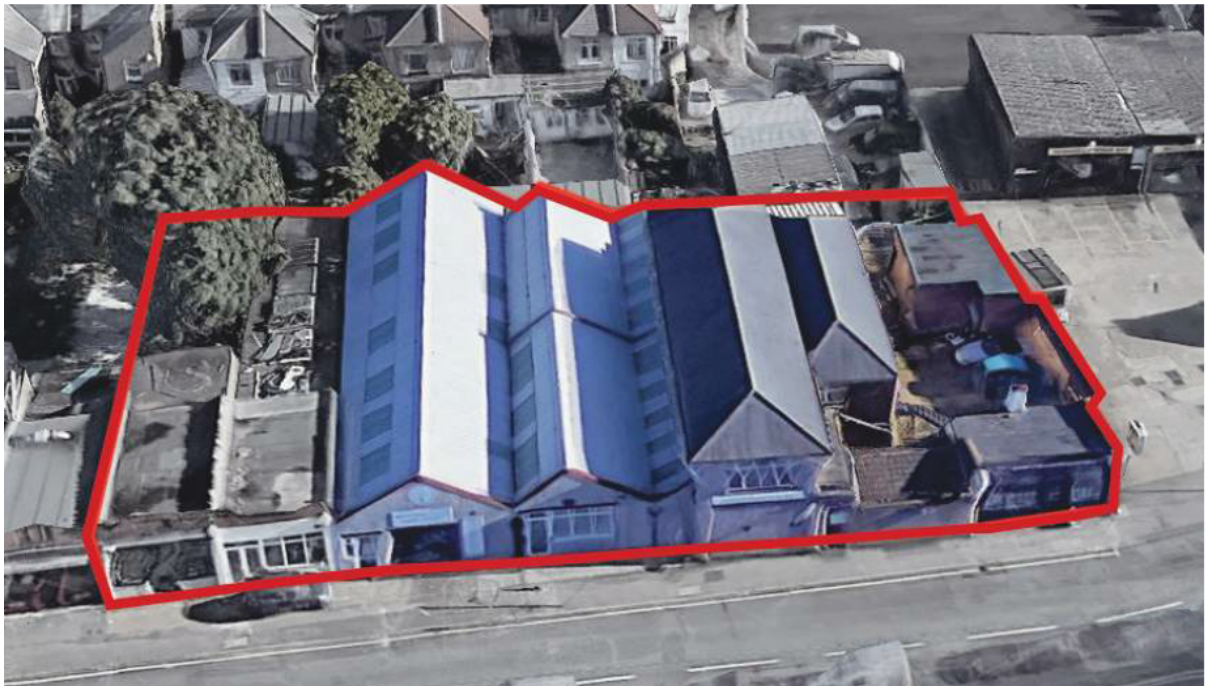
P1 Issued for Planning 18.01.2018 CK * Landscaping is for illustrative purposes only
1800614FULM
Lynas Smith 2015
Original drawing is A3. Do not scale from this drawing.

56d, 56e, 58 & 58a Vicarage Road, Watford
Site Plan
1 : 500 @A3
1715-LS-X-XX-DR-A-1000



**LYNAS
SMITH**

Aerial View from north-west



Aerial view from east



Ground floor plan



First floor plan



Third Floor plan



Refused scheme CGI



Comparison elevations



Elevation detail 1



Elevation detail 2



Elevation detail 3



CGI from Aynho Street



CGI view from west



Vicarage Road street scene



VICARAGE ROAD

Committee date	6 March 2019
Application reference	18/01626/FUL
Site address	1, Hamilton Street and adjoining garage site
Proposal	Demolition of existing garages and bungalow and erection of 9 dwelling houses, access road and car parking.
Applicant	Mr and Mrs D Turner and S Fox
Agent	Aitchison Rafferty
Type of Application	Full planning application
Reason for committee Item	Number of objections
Target decision date	18 February 2019
Statutory publicity	None required
Case officer	Paul Baxter, paul.baxter@watford.gov.uk
Ward	Central

1. Recommendation

- 1.1 That planning permission be granted subject to conditions as set out in Section 8 of this report.

2. Site and surroundings

- 2.1 The site is located on the southern side of Hamilton Street at the junction with York Road. It has an area of 0.18 hectare and is currently occupied by a detached bungalow (1, Hamilton Street) and a number of garages, several of which are in commercial use. Land within the garage site also appears to be used for car storage purposes.
- 2.2 Hamilton Street is a short road linking York Road and Cannon Road. Although Hamilton Street only comprises a small number of dwellings, these are varied including detached bungalows, a detached house, terraced houses and a block of flats. The surrounding roads are characterised by Victorian terraced housing exhibiting strong building lines behind very small front garden areas. Parking is on-street within a controlled parking zone.

3. Summary of the proposal

3.1 Proposal

To demolish the existing bungalow and all the garages and erect 9 two storey houses with a new junction and internal access road serving 14 car parking spaces. The houses are arranged as 3 semi-detached pairs sited alongside 55,

York Road and a short terrace of 3 houses sited alongside 3, Hamilton Street. Each house will have its own private garden.

- 3.2 This application is a renewal of planning permission ref. 15/01729/FUL which was granted on 14 March 2016 and expires on 14 March 2019.

3.3 **Conclusion**

The proposed residential development of this site is in accordance with the policies of the Core Strategy and Watford District Plan and is acceptable in principle. The development is identical to the extant planning permission ref. 15/01729/FUL. It will be in keeping with the character and appearance of the surrounding area, will provide a significant enhancement of the site, will provide good levels of amenity for future occupiers and will have no significant adverse impacts on surrounding properties. The level of car parking provision accords with the maximum standards and is acceptable. The exclusion of the development from the local controlled parking zone will help to ensure the development does not exacerbate existing on-street parking problems.

4. **Relevant policies**

Members should refer to the background papers attached to the agenda. These highlight the policy framework under which this application is determined. Specific policy considerations with regard to this particular application are detailed in section 6 below.

5. **Relevant site history/background information**

- 5.1 It would appear from the limited planning history that some of the garages were built in the 1950s. The existing bungalow at 1, Hamilton Street was built in 1964.

- 5.2 15/01729/FUL - Demolition of existing garages and bungalow and erection of 9 dwelling houses, access road and car parking. Planning permission granted 14 March 2016.

18/01573/DISCON - Details submitted for Condition 4 (Construction Environment Management Plan), Condition 8 (surface water drainage scheme), Condition 9 (materials of external finishes), Condition 10 (external lighting scheme), and Condition 13 (hard landscaping scheme) pursuant to planning permission 15/01729/FUL. Details approved 07 February 2019.

6. Main considerations

6.1 The main issues to be considered in the determination of these applications are:

- (a) Principle of residential development.
- (b) Character and appearance of the area.
- (c) Quality of accommodation.
- (d) Impact on adjoining properties.
- (e) Traffic and car parking.
- (f) Environmental matters.

6.2 (a) Principle of residential development

This is a windfall housing site that is not currently allocated. Policy HS1 of the Core Strategy sets out criteria for the assessment of sites for housing allocation and of windfall sites as they come forward. This site is considered appropriate for residential development as it is consistent with the spatial strategy, is previously developed land, is close to local facilities (the town centre is within walking distance), is close to good public transport (the site is within walking distance of bus stops on Lower High Street, and High Street and Bushey stations), is not at risk of flooding, and has no ecological or cultural value. The site also has an extant planning permission for 9 houses.

6.3 (b) Character and appearance of the area

Although Hamilton Street contains a mix of dwelling types, the adjoining York Road and Cannon Road are characterised by two storey terraced housing. The housing to the east of the site in Muriel Avenue is two-storey, semi-detached. The proposed scheme comprises two storey houses with accommodation in the roof space. Six of the houses are semi-detached and these are sited alongside 55, York Road and continue the existing alignment of houses on the east side of the road. They back onto the houses in Muriel Avenue. The 3 other houses form a short terrace alongside 3, Hamilton Road, continuing the building line, and reflect the terrace of 3 houses on the opposite side of Hamilton Street.

6.4 The adjoining house at 55, York Road has an eaves level 5.2m above pavement level and a ridge line 8.2m above pavement level. The nearest proposed house has an eaves level 5m above pavement level and a ridge line 8.5m above pavement level. In respect of 3, Hamilton Street, the existing chalet style bungalow has a ridge line 7.8m above pavement level with the nearest proposed house having a ridge line at 8.5m. As such, the scale of the proposed houses is consistent with the existing houses.

- 6.5 In terms of appearance, the proposed houses draw upon the typical features seen on the surrounding houses, incorporating small canopies over the main entrance, wider windows at ground floor on the frontage and brick lintel details. Materials are proposed to reflect those found in the immediate area including Yellow London Stock brick, red contrasting brick and grey slate roof tiles.
- 6.6 Having regard to the scale, design, siting and appearance of the proposed houses, the development will complement the character and appearance of the surrounding area and provide a significant enhancement of the application site.
- 6.7 (c) Quality of accommodation
All of the proposed houses will have an acceptable internal layout with a living room to the front and a kitchen/dining room to the rear, overlooking the garden, at ground floor level. At first floor level, each house comprises 2 bedrooms and a bathroom. At second floor level, within the roofspace, is a third bedroom with ensuite bathroom, served by a rooflight on the front roofslope and a small dormer window on the rear roofslope. All of the rooms will have good levels of outlook, natural light and privacy.
- 6.8 Each house will have an internal floor area of 96.3m² which is only slightly below the minimum area of 99m² within the Government's Technical Housing Standards for a 3 bedroom, 5 person house over 3 levels. This small shortfall is considered acceptable as the design respects the amenity of adjoining neighbours and the character of the area. The proposed garden areas vary between 65.7m² and 125.4m² which all exceed the minimum area of 65m² set out in the Residential Design Guide.
- 6.9 (d) Impact on adjoining properties
The adjacent property at 55, York Road has no windows in its flank elevation facing the site. As such, the nearest proposed house (Plot 4) will have no adverse impact on this property. With regard to 3, Hamilton Street, this house has an unusual relationship to the application site with a ground floor side extension on the boundary of the site having a window sited on the boundary directly facing the site. Furthermore, it also has 2 dormer windows in the side facing roofslope which also face the application site. All of these additions appear to have been undertaken as permitted development. It is worth noting at this point that the owner of the property is the mother of the 2 applicants.
- 6.10 The nearest proposed house (Plot 1) is sited 1m from the boundary and will block outlook and natural light from the ground floor window and the 2 dormer windows. However, it is relevant to note that these windows all serve

rooms that also have windows on the front or rear elevations of the property. Indeed, the house as originally built did not include any of these 3 side facing windows. As such, the obstruction of these windows by the proposed house on Plot 1 will not have a significant adverse impact on the amenity enjoyed by the occupier.

- 6.11 In respect of the properties in Muriel Avenue that back onto the site, the proposed houses on Plots 4-9 all achieve a minimum distance of 27.5m to the rear elevations of the houses in Muriel Avenue, with garden depths of 14m. These distances all accord with the Residential Design Guide and are acceptable. As such, the proposed houses will have no significant adverse impact on the properties in Muriel Avenue.
- 6.12 (e) Traffic and car parking
The existing site is used for car storage and, it would appear, car repairs. Aerial photographs from 2010, 2013 and 2016 show 14, 22 and 33 vehicles respectively parked on the site. The proposed 9 houses will generate very limited traffic flows and these are unlikely to be different from the traffic already generated by the existing use of the site.
- 6.13 In respect of car parking, the maximum parking standard for a 3 bedroom house in this location is 1.5 spaces per house. This gives a maximum provision of 13.5 spaces for the proposed 9 houses. The provision of 14 spaces therefore accords with this standard. All of the spaces are of adequate size with adequate manoeuvring space. Although a number of objections have been received regarding the adequacy of this provision, the average car ownership per household within Central Ward, derived from the 2011 Census, is only 0.79 car. This level of provision is therefore acceptable.
- 6.14 The site is within a controlled parking zone (CPZ) and the development will, therefore, need to be excluded from the CPZ in order to prevent and minimise any on-street parking, which would be likely to exacerbate existing on-street parking problems. This can be secured through a s.106 unilateral undertaking which the applicants have agreed to enter into. An identical obligation was entered into for the previous application.
- 6.15 With regard to servicing the site, the proposed access is 4.8m wide and will allow service and delivery vehicles to reverse into the site from York Road. Given the very limited traffic flows on this road, and the fact that any vehicles servicing the existing houses must park on the road, this is considered acceptable. Each house has rear garden access where bins can be stored and collection can take place from the footpaths serving the houses.

6.16 Cycle storage provision can be accommodated within the rear gardens of the houses.

6.17 (f) Environmental matters

It would appear the site has been in low level commercial use for car storage and car repairs for many years. As such, there is some risk of contamination having occurred (from fuel, oils, etc.) that would require investigation and potentially remediation. An appropriate investigation can be secured by condition.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Consultee	Consultee Comments
Hertfordshire County Council (Highways Authority)	No objection subject to suggested conditions.

7.2 Internal Consultees

Consultee	Consultee Comments
Arboricultural Officer	The proposals indicate the loss of a row of conifers and one more tree further along the site boundary. Their loss would not significantly affect the character of the area, and the indicative replacement landscaping will more than compensate these losses.

7.3 Interested parties

Letters were sent to 115 properties in the surrounding area. Responses have been received from 6 properties. The main comments are summarised below, the full letters are available to view online:

Comments	Officer response
Serious parking congestion on surrounding roads already. Controlled parking zone only operates 08.00 to 18.30 hours.	The development will include 14 parking spaces for the proposed houses and will also be excluded from the local controlled parking zone. These measures will minimise any likelihood of additional on-street parking occurring.
Inadequate parking provision for the proposed houses. Most	The Council's maximum car parking standard for 3 bedroom houses in this

households will have 2/3 cars.	location is 1.5 spaces per house. The proposed 14 spaces meet this standard. Average car ownership for Central ward from the 2011 census is 0.79 car per household.
Additional traffic generation.	The predicted traffic generation from 9 houses is very low. Aerial photographs of the site show up to 33 vehicles parked on the site. Traffic generation from the site is therefore likely to reduce.
Development should maintain privacy to properties in Muriel Avenue backing on to the site.	The minimum back-to-back privacy distance of 27.5m and minimum garden depth of 11m within the Residential Design Guide is achieved.

8. Recommendation

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

Section 106 Heads of Terms

- i) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being issued to this site.

Conditions

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:-

Site location plan
Site block plan

2015/302/01A, 2015/302/02

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

3. The development shall only be carried out in accordance with the Environmental Management Plan detailed in the Supporting Statement by Battram Associates dated 28th November 2018 as approved under planning ref. 18/01573/DISCON.

Reason: In order to ensure adequate and appropriate measures are in place for the demolition and construction works to safeguard the amenities and quiet enjoyment of neighbouring properties and prevent obstruction of the adjoining highway during the time that the development is being carried out.

4. No demolition of the existing buildings below ground level or construction of the development shall commence until a detailed scheme to deal with the risks associated with the potential contamination of the site has been submitted to and approved in writing by the Local Planning Authority. That scheme shall include all of the following elements:
 - i) a preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site;
 - ii) a site investigation scheme, based on (i) above, 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: In the interests of the health of the future occupiers of the site and to prevent pollution of controlled waters, in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

5. No construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy (see Condition 4 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. It shall also include a plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To verify that all contamination has been successfully removed from site following all remediation works in the interests of the health of the future occupiers of the site and to prevent pollution of controlled waters, in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

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 and to prevent pollution of controlled waters, in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

7. No part of the development shall be occupied until the sustainable surface water drainage scheme detailed in the Supporting Statement by Battram Associates dated 28th November 2018 and on Site Plan drawing no. 7147-10A, with the use of Marshalls Argent Priora permeable block paving, as approved under ref. 18/01573/DISCON, has been implemented in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the surface water drainage is designed to minimise the likelihood of flooding downstream, to reduce the risk of flooding by ensuring the satisfactory storage of and disposal of surface water from the site, and to reduce the impact of flooding on the proposed development in accordance with Policy SD2 of the Watford Local Plan Core Strategy 2006-31.

8. The development shall be carried out only in accordance with the following approved materials, unless otherwise agreed in writing by the Local Planning Authority:

Facing brick - Ibstock Ashdown

Detail brick - mellow red brick

Roof tiles - Marley Modern tile in grey

Windows - White uPVC double glazed incorporating Georgian bar fenestration

Doors - Composite colour coated uPVC

Reason: This is a pre-commencement condition as the materials need to be agreed with the Local Planning Authority before construction commences, in the interests of the visual appearance of the site and the character and appearance area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

9. The external lighting scheme comprising 3 no. low level lighting bollards, as shown on Site Plan drawing no. 7147-10A, and external lights to each front door, as approved under application ref. 18/01573/DISCON, shall be installed as approved before the first occupation of any part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: This is a pre-commencement condition in order to ensure the needs for safety and security for users of the site are designed into the development, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

10. No dwelling shall be occupied until the new access junction to Hamilton Street, as shown in principle on approved drawing no. 2015/302/01A, has been constructed in full. This shall include measures to ensure surface water run-off does not enter the highway from the application site.

Reason: To ensure the development does not prejudice the safety of highway users on Hamilton Street and York Road, in accordance with saved Policy T21 of the Watford District Plan 2000.

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

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

12. The development shall be carried out only in accordance with the following approved hard landscaping materials, as approved under application ref. 18/01573/DISCON, unless otherwise agreed in writing by the Local Planning Authority:

Central access - Marshalls Argent Piora permeable block paving in Grey
Parking area - Marshalls Argent Piora permeable block paving in Dark
Burnt Red for the parking spaces with demarcation of spaces in Grey
paviours

Boundary fencing to plots - 1.8m high dark stained close boarded
fencing

Pathways and patios - sandstone paving slabs

Site Plan drawing no. 7147-10A

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

13. No dwelling shall be occupied until the 14 car parking spaces, as shown on approved drawing no. 2015/302/01A, have been constructed in full. These spaces shall be retained for the parking of cars at all times.

Reason: To ensure adequate parking facilities are provided on the site and to minimise any additional on-street car parking, in accordance with saved Policies T22 and T24 of the Watford District Plan 2000.

Informatives

1. IN907 – Positive and proactive statement
2. IN909 – Street naming and numbering
3. IN910 – Building Regulations
4. IN911 – Party Wall Act
5. IN912 – Hours of Construction
6. IN913 – Community Infrastructure Levy Liability
7. IN914 – Section 106 Agreement/Undertaking
8. IN915 – Highway Works – HCC agreement required

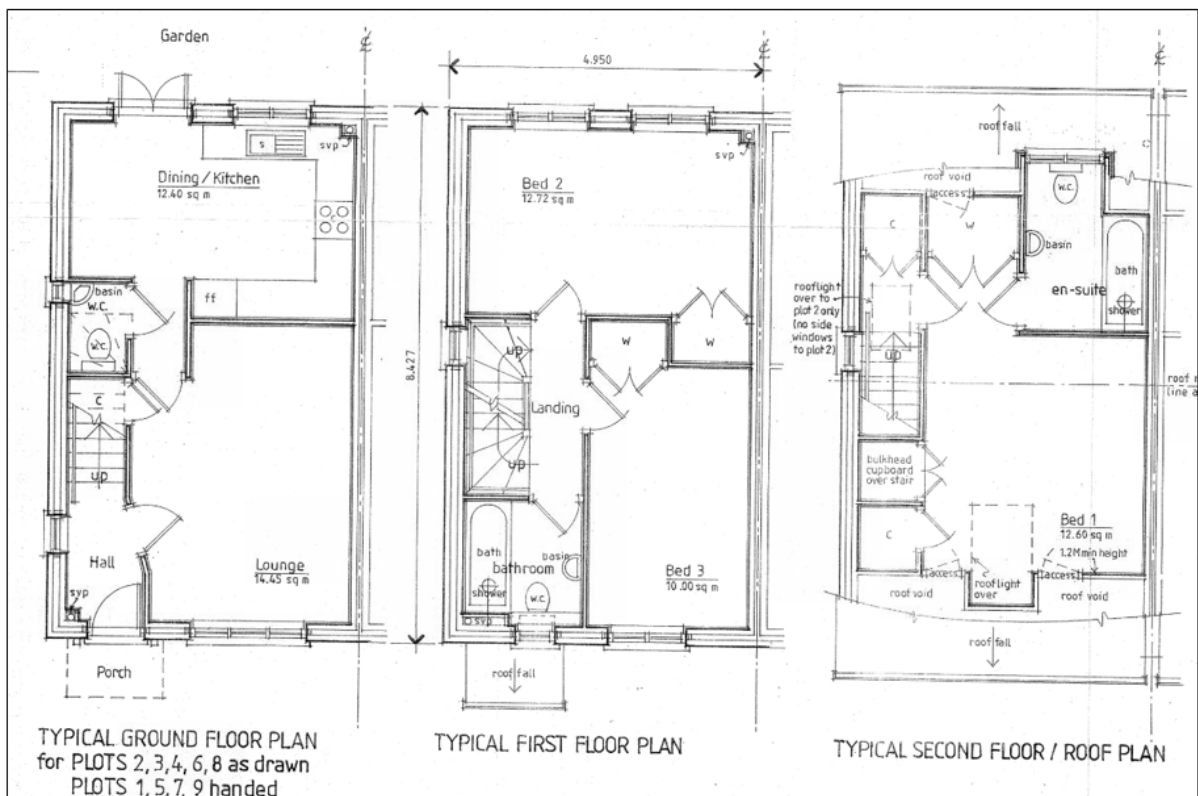
Site Location Plan



Aerial view from south



Floor Plans



Elevations

