

PART A	
Report of: <b>DEVELOPMENT MANAGEMENT SECTION HEAD</b>	
Date of committee	<b>29<sup>th</sup> October 2015</b>
Site address:	<b>26-30, Aldenham Road, Watford</b>
Reference Number :	<b>15/00948/FUL</b>
Description of Development:	<b>Demolition of existing Tile Depot and Harp Windows showroom buildings and redevelopment to provide a new mixed use development providing 8 residential units and one ground floor retail space of 251sqm.</b>
Applicant	<b>Crown Coast (Aldenham Road) LLP</b>
Date Received:	<b>9<sup>th</sup> July 2015</b>
8 week date (minor):	<b>3<sup>rd</sup> September 2015 (extended to 2<sup>nd</sup> November 2015)</b>
Ward:	<b>Oxhey</b>

## **1.0 SITE AND SURROUNDINGS**

1.1 The site is located on the north-western side of Aldenham Road, between the junctions with Chalk Hill to the north-east and Pinner Road to the south-west. It has an area of 0.67 hectare and contains an unusual arrangement of single and two storey commercial buildings sited along the south-west, north-west and north-east boundaries. The south-east frontage is largely open to the highway as is the central part of the site. This open central area gives access to all the buildings as well as providing parking and servicing facilities for the buildings. The buildings are currently occupied by The Tile Depot and Harp Windows. The site falls within the local shopping frontage on Chalk Hill and Aldenham Road.

1.2 Adjoining the site to the north-east is a small terrace of two storey, Victorian

buildings in commercial use (although 2 are currently vacant). To the north-west, the site backs onto properties fronting Chalk Hill. Some of these (nos. 33 and 35) have commercial uses at ground floor with residential flats above. Others (nos. 29 and 31) are residential houses. To the south-west the site adjoins Brunel Court, a 3 storey building forming part of the recent development at Edinburgh Mews and Owen Square (the former JR Taggar site).

- 1.3 Opposite the site are 2 storey, Victorian houses which form the north-western limit of the recently declared Oxhey Conservation Area. Bushey Station is located 115m to the west of the site.

## **2.0 PROPOSED DEVELOPMENT**

- 2.1 The proposal involves the demolition of the existing commercial buildings and the erection of a new, 3 storey building comprising a retail unit of 251m<sup>2</sup> at ground floor and 8 residential flats above (4 x 1 bed and 4 x 2 bed). Six car parking spaces are also provided at ground floor level at the south-west end of the site, with access from Aldenham Road. Commercial and residential refuse stores are also provided together with a cycle store for the flats.

- 2.2 The proposal has been amended since it was first submitted, following discussions with officers and the receipt of objections. The main changes are as follows:

- i) Reduction in the number of flats from 9 to 8 with the deletion of the single flat at third floor level;
- ii) Redesign of the roof, replacing the two asymmetrical pitched roofs with 5, smaller, symmetrical pitched roofs;
- iii) Removal of 2 balconies from the northern corner of the building;
- iv) Addition of privacy screens to the retained rear balconies;
- v) Retention of the existing boundary wall at the rear of nos. 29 and 31, Chalk Hill.

### **3.0 RELEVANT PLANNING HISTORY**

3.1 The following planning history is relevant to this application:

98/0415/9 – Planning permission granted for the erection of a first floor extension, use of part of first floor of no. 30 for Class A1 (Retail) and installation of new shopfront to no.26/28.

99/00665/COU – Planning permission granted for the use of ground floor for retail and storage.

### **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 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.

#### **4.3 Watford Local Plan Core Strategy 2006-31**

- WBC1 Presumption in favour of sustainable development
- SS1 Spatial Strategy
- SPA4 Lower High Street

SD1	Sustainable Design
SD2	Water and Wastewater
SD3	Climate Change
SD4	Waste
TLC1	Retail and Commercial Leisure Development
HS1	Housing Supply and Residential Site Selection
HS2	Housing Mix
HS3	Affordable Housing
T2	Location of New Development
T3	Improving Accessibility
T4	Transport Assessments
INF1	Infrastructure Delivery and Planning Obligations
UD1	Delivering High Quality Design
UD2	Built heritage Conservation

#### 4.4 **Watford District Plan 2000**

SE7	Waste Storage, Recovery and Recycling in New Development
SE20	Air Quality
SE21	Air Quality Management Areas
SE22	Noise
SE27	Flood Prevention
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
T24	Residential Development
T26	Car Free Residential Development
S9	Non-Retail Uses in North Watford Shopping Centre/Local Shopping Frontages
U17	Setting of Conservation Areas

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

1	Strategy for the Provision of Waste Management Facilities
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- 1A Presumption in Favour of Sustainable Development
- 2 Waste Prevention and Reduction
- 12 Sustainable Design, Construction and Demolition

#### 4.6 **Hertfordshire Minerals Local Plan Review 2002-2016**

No relevant policies.

#### 4.7 **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.

#### 4.8 *Residential Design Guide*

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.

#### 4.9 *Watford Character of Area Study*

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.

#### 4.10 **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 12 Conserving and enhancing the historic environment

Decision taking

## **5.0 CONSULTATIONS**

### **5.1 Neighbour consultations**

Letters of notification were sent to 39 properties surrounding the site in Chalk Hill and Aldenham Road.

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

Number of original notifications:	39
Number of objections:	25
Number in support:	0
<b>TOTAL REPRESENTATIONS:</b>	<b>25</b>

The points that have been raised are summarised and considered in the table below. It should be noted that 9 of the objections come from those notified of the application, 12 are from residents within Oxhey Ward, and 4 from outside the Borough.

Representations	Officer's response
Loss of sunlight to houses in Aldenham Road and Chalk Hill.	The houses on the opposite side of Aldenham Road will not suffer loss of sunlight. The application site is sited to the north of these houses. Some rear windows in the flats and houses in Chalk Hill may suffer some loss of sunlight but this will be limited to bedroom windows.
Overlooking and loss of privacy to houses in Aldenham Road and Chalk Hill.	The houses on the opposite side of Aldenham Road will face the site across Aldenham Road. This is a normal relationship in urban areas and will not give rise to any undue loss of privacy. Overlooking and loss of privacy to the properties in Chalk Hill to the rear of the site has been mitigated through the siting and design of windows and privacy screens.
Will be affected by flooding problem in Aldenham Road.	The adjoining development at Brunel Court has been experiencing surface water flooding from the highway in Aldenham Road. This appears to be an issue with drainage in the highway.
Alter character of this plot of land.	The existing site has a negative effect on the character and appearance of the area. The proposed development will be a significant enhancement.
Loss of two local businesses.	It is not the purpose of the planning system to protect individual businesses. This is a private matter between the businesses and their landlord.
Impact on conservation area opposite.	It is considered that the proposal will have a positive impact on the character and

	appearance of the conservation area opposite the site.
Inadequate parking.	The site is in a highly sustainable location, a short distance from Bushey Station and numerous bus routes that serve the station.
Overspill parking will occur on roads in Oxhey village.	There is potential for additional on-street car parking to occur on surrounding roads. However, as only 2 flats have no car parking space, this is likely to be insignificant.
Increased traffic and congestion on roads.	Due to the small number of flats involved, any additional traffic generated will be insignificant in the context of existing traffic flows.
Scale and appearance of building not in keeping with surrounding buildings and local area.	The design has been amended from the original submission and is now considered to be in keeping with the surrounding area.
Loss of daylight and sunlight to properties opposite.	The proposed building, at 3 storeys, will not give rise to any loss of natural light to properties opposite.
No parking provision for customers, staff or deliveries.	This is correct. However, this is the same situation for the adjoining development at Owen Square which includes a Costcutter convenience store, pharmacy and coffee shop.
Lack of visibility for cars leaving the site.	Adequate visibility is provided for cars leaving the site and the Highway Authority have raised no objection.
Noise, disturbance and inconvenience to residents during construction phase.	There will be a degree of inconvenience during construction works as with all construction projects. Hours of working will be conditioned to minimise potential impacts.



Loss of view from 29, Aldenham Road.	It is not the role of the planning system to protect views. No.29 is sited 36m from the site on the opposite side of Aldenham Road.
Loss of light and privacy to rear office of 36 Aldenham Road.	This appears to relate to a ground floor side window to the rear of the barbers that occupies the ground floor of this property. The amendments made to the scheme will ensure no loss of privacy occurs. Any loss of light to this window would not merit a refusal of permission.
Loss of informal parking for residents and other customers allowed at the site.	This is not a relevant planning consideration. Any informal parking allowed by the current occupiers is at their discretion.
Loss of wall on boundary of 31, Chalk Hill.	In the amended scheme, this wall is now retained.
Additional burden on rail and health services.	The proposed development will be required to make a contribution under the Community Infrastructure Levy towards infrastructure.

5.1.3 Following receipt of these objections, amendments were made to the proposed scheme. All objectors were notified of the amended drawings and given a further 14 days to comment. A total of 25 additional letters have been received. These letters raise the same objections to the proposal as detailed above.

#### 5.4 **Statutory publicity**

No statutory advertisement was required for this application.

#### 5.5 **Technical consultations**

The following responses have been received from technical consultees:

#### 5.5.1 Hertfordshire County Council (Highway Authority)

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

##### Condition 1:

Prior to commencement of the development details of the access arrangements and proposed gate to the car park shall be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority.

Reason: In order to ensure that the approved development takes place in a manner having regard to highway safety.

##### Condition 2:

Prior to commencement of the development hereby approved the site vehicular access and parking areas shall be surfaced in a manner to the local planning authority's approval so as to ensure satisfactory arrangements shall be made for surface water from the site to be intercepted and disposed off separately so that it does not discharged onto the highway.

Reason: In the interest of highway safety

##### Condition 3:

Prior to commencement of the development the applicant shall submit a construction management plan to the Local Planning Authority for approval in writing. The construction management plan shall contain the phasing programme of the development, programme of works on site, area for construction vehicle parking and storage and delivery of materials within the development site. The phasing programme shall be carried out unless otherwise agreed in writing by the Planning Authority.

Reason: To minimise impact of construction process on the local environment and local highway network.

Comments:

### Local Road Network

The site access is from Aldenham Road which is A411 and this section of the road forms part of the Bushey Arches Gyratory, a well known congestion hotspot within Watford. The Gyratory is controlled by signals and physical improvements are very limited. The section of the Aldenham Road in front the application site is a two lane one-way system where the lane adjacent to the site is towards Watford Town via Lower High Street or to Chalk Hill towards Bushey. The other lane turns towards Harrow. This section of Aldenham Road is relatively small in length and a number of cars changing lanes will take place to either to Watford/Bushey or Harrow in front of the site access.

### Accessibility by other modes

The site is some 5 minutes walking distance from Oxhey Park. Bushey Railway Station is about 3 minutes walking distance from the site. 2 minutes walking distance are a number of bus stops in front of Bushey Station which serve a number of buses to various destinations. There are a number of convenient stores within easy walking distance from the site including DIY stores and Tesco Extra which is about 20 minutes walking from the site. Nursery, primary and secondary schools are within walking distance. The hospital is only a few minutes by bus and Watford Town Centre is within walking distance. Overall the site is in a sustainable location.

### Policy Context

The National Planning Policy Framework (NPPF), sets out the Government's planning policies for England and how these are expected to be applied. It emphasises the fact that the purpose of planning is to help achieve sustainable development. It also places significant weight on the need to support economic growth through the planning system.

Key requirements of the NPPF to note when considering the impact of development on Transport are:

The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice of how they travel. Major developments to be supported by Transport Assessment, which should take into account: a) Opportunity for sustainable modes of transport, b) Safe and sustainable access to the site, c) Developments should be prevented or refused on transport Grounds only where the residual cumulative impacts of the development are severe. Overall NPPF is in favour of locating developments where they reduce the need to travel and where development protects and exploits opportunities for use of sustainable transport modes for movement of goods and people.

Hertfordshire County Council (HCC) Transport policies are set out in its Local Transport Plan 3 (LTP3) 2011-2031. The policy recognises that the design of new developments will have a major impact on the connectivity of development and the degree that sustainable modes can take the place of car journeys. The strategy places a strong emphasis on supporting sustainable modes and facilities attractive to bus movements, cycle and walking trips. The proposed development meets the National and Local Policy requirements due to its sustainable location.

#### Trip Generation

The proposed development is with 5 car parking and 1 disabled parking space (existing 8 parking spaces) is likely to generate 2/3 trips during peak hours. This level of trip is negligible when compared to the level of traffic flow along Aldenham Road.

#### Proposed Access

The applicant's proposal is for the parking area to be gated off from the main road. After pre-application consultation the applicant has agreed to locate the proposed gate 6m from the back of the footway to allow a space for a vehicle to wait within the curtilage of the site without obstruction of the public highway. Considering the location of the site in normal circumstances the highway authority would have resisted such a proposal, but the proposed parking provision is considered to be low to have any material impact. After pre application consultation the applicant has

agreed to remove the proposed lay-by along Aldenham Road which is no longer part of the planning application.

Conclusion: The highway authority does not wish to restrict the grant of consent subject to the above suggested conditions and highway informative.

#### 5.5.2 Environmental Health

A) The following comments were received based upon the application submission:

##### i) Land contamination

The site has a proposed use that would be particularly vulnerable to the presence of contamination and therefore before the application can be considered, an appropriate Phase 1 report, commonly referred to as a desktop study, will need to be submitted.

If the Phase 1 report indicates contamination is or may be present, a Phase 2 intrusive soil investigation should be undertaken and submitted. This will assess the degree and nature of any contamination present and determine its potential for pollution of the water environment, and the risk to other receptors via a qualitative risk assessment. The method and extent of the investigation should be agreed with the local planning authority in consultation with the Environment Agency and the Council's Environmental Health Service beforehand. The investigation should be undertaken prior to the commencement of the development.

Depending on the results of the studies required by the above, a Remediation Strategy may be required. This will set out a timetable of works and the proposed means of dealing with any contamination, including provisions for monitoring any specified actions and validating the outcomes. It should then be submitted to and approved by the Local Planning Authority in consultation with the Environment Agency and the Council's Environmental Health Service before the development commences. The development may then proceed in strict accordance with the approved Remediation Strategy.

If during development contamination not previously identified is found to be present at the site, no further development shall be carried out. An investigation and risk assessment should be undertaken and where remediation is necessary a Remediation Strategy must be submitted and approved by the Local Planning Authority.

Following completion of remediation works, the developer should submit a Verification Report to the Local Planning Authority for approval. The Verification Report should provide confirmation that all measures outlined in the approved Remediation Strategy have been completed including where appropriate validation testing.

Please advise the applicant to follow the guidance contained in the document, "Technical Guide for Planning Applicants and Developers", which is available on the council's website.

#### ii) Noise

The report provided states that mitigation measures are needed in the form of the building structure and certain specification windows. However, I am concerned that in order to ensure adequate ventilation to the dwellings and in particular to the rooms facing onto the road the occupants will need to open the windows. Once the windows are opened then the noise attenuation they provide is compromised. This results in a situation where the occupier chooses between adequate ventilation with unacceptable noise or inadequate ventilation with acceptable noise levels. I ask that a condition be placed on that requires mechanical ventilation so that the occupiers can be adequately protected from the noise and have suitable ventilation so that the occupier has a choice of opening the windows or using the extract system.

May I suggest the following condition:

*Provide and agree the specification of a mechanical extract system(s) to each of the residential units which is capable of providing background and rapid ventilation*

*for cooling of the accommodation without having to open windows at the front of the dwellings. Any ventilation system must not compromise the sound insulation of the façades. The applicant shall submit full details of the ventilation system and up to date plans for approval by the Environmental Health & Licensing Service prior to installation. Details of the siting of any extraction units, generators and other mechanical equipment likely to give rise to noise, should be submitted to the Head of Environment, Health & Licensing. Information should also be provided to identify noise attenuation measures to be incorporated to ensure these units do not give rise to a noise nuisance.*

### iii) Air Quality

Air quality needs to be considered in two ways:

1. Will the proposed development have an adverse effect on air quality?
2. Will the proposed development result in more people being exposed to poor air quality?

Looking at the first, guidance suggests that developments should only be refused on air quality grounds if they are likely to have a significant adverse effect on air quality. It is difficult to be certain about future concentrations so predictions are usually based on likely traffic flows. In addition, guidance produced by Environmental Protection UK suggests that the impact of developments should be described as follows:

Magnitude of Change	Annual Mean
Large	Increase/decrease >10%
Medium	Increase/decrease 5 - 10%
Small	Increase/decrease 1 - 5%
Imperceptible	Increase/decrease < 1%

In this case, bearing in mind the current level of traffic flow and the fact that the development is for one retail unit and eight residential units with 6 car parking spaces (which I am making the presumption are for the residential units only meaning that vehicle movements to and from them will be less than if they are customer parking spaces), it is unlikely to lead to significant changes in traffic. Accordingly I do not think that there will be significant changes in air quality concentrations so there is insufficient reason to object in this area but I would ask that a condition is put on that requires the car park spaces to be for residential use only to prevent this changing in the future and increasing traffic flows.

May I suggest the following condition:

*Car park spaces serving the property shall only be used in connection with the residential accommodation units. They must not be used for any purposes associated with the commercial part of the property.*

Considering the exposure, the premises is adjacent to an Air Quality Management Area, I have attached a map to show this. The premises has properties to its north and south which are within the AQM area. At the time of the last air quality assessment this property was commercial and that is potentially why it has not been included in the AQMA alongside the adjacent residential properties. The new proposed development will be residential. I am concerned that if this proposal goes ahead then the occupants of the flats will be exposed to air quality concentrations above the health related Air Quality Objectives but without a more detailed assessment I cannot be certain.

As a responsible Local Authority we should not be granting planning permission for a premises where the occupants may be exposed to air pollution that may affect their health. As the premises is not currently within the AQMA I believe that there are insufficient grounds to object but ask for a condition that requires an assessment to be carried out and that if occupants will be exposed to air quality concentrations above the health related Air Quality Objectives that mitigation measures are agreed with environmental health and are implemented.



*[Following this advice, the applicant submitted an Air Quality Assessment which Environmental Health have commented on – see below]*

5.5.3 B) The following additional and revised comments were received following submission of the Air Quality Assessment report:

i) Air Quality

Bearing in mind the contents of the air quality report I wish to suggest the following conditions to replace the condition I suggested in my previous comments in relation to Air Quality:

1. Ensure that the windows to the road facing façades at first floor and second floor levels are unopenable.

2. Provide and agree the specification of a mechanical air supply/extract system which is capable of providing background and rapid ventilation for cooling each of the residential dwellings on the first and second floors of the premises without having to open windows. The air delivered to the occupiers of the residential units through this system should have an annual mean NO<sub>2</sub> concentration of 40ug/m<sup>3</sup> or less. Details of the siting of any air intake; extraction units; generators and other mechanical equipment serving this system that are likely to give rise to noise should be submitted, along with details of noise attenuation measures to be incorporated to ensure these units do not give rise to a noise nuisance. The applicant shall submit full details of this ventilation system and up to date plans for approval by the Environmental Health & Licensing Service prior to the commencement of works.

3. Alternatively to points 1 and 2 above, provide evidence in the form of an air quality assessment, to include site specific monitoring data, that the occupants of the residential units will not be exposed to air quality concentrations above the health related air quality objectives as set down in UK legislation and guidance. Agree the methodology for this assessment and monitoring with the Environmental Health and Licensing Service before the assessment/monitoring commences.

4. Submit a construction environmental management plan to include the construction mitigation measures detailed in the Air Quality Assessment dated 30th September 2015 Reference of Job number 245754-00.

ii) Noise

In relation to noise issues I would like to propose the following conditions to replace those I suggested in my previous comments in order to align up the noise and air conditions and ensure that the noise mitigation measures are implemented.

1. Provide and agree the specification of a mechanical air supply/extract system which is capable of providing background and rapid ventilation for cooling to each of the residential dwellings on the first and second floors of the premises without having to open windows at the front of the dwellings. Any ventilation system must not compromise the sound insulation of the façades. Details of the siting of any air intake; extraction units; generators and other mechanical equipment serving this system that are likely to give rise to noise should be submitted, along with details of noise attenuation measures to be incorporated to ensure these units do not give rise to a noise nuisance. The applicant shall submit full details of this ventilation system and up to date plans for approval by the Environmental Health & Licensing Service prior to the commencement of works.

2. All non-glazed elements of the building facades are to have a sound reduction performance of at least the figures shown in Table 5.2 of the noise impact assessment report submitted for the planning application reference No. X240-01; Project No. X240; July 2015

3. All glazed elements of the building facades are to have a sound reduction index of at least the figures shown in table 5.3 of the noise impact assessment report submitted for the planning application reference No. X240-01; Project No. X240; July 2015

## **6.0 APPRAISAL**

### **6.1 Main issues**

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

- (a) Principle of the development and proposed uses.
- (b) Scale, design and impact on the character and appearance of the area.
- (c) Quality of accommodation and amenity of future residents.
- (d) Impacts on neighbouring properties.
- (e) Traffic, highways and parking impacts.

### **6.2 (a) Principle of the development and proposed uses**

6.2.1 The site is in close proximity to Bushey Station with good access to passenger transport and is also within the local shopping parade on Chalk Hill/Aldenham Road. Its location close to the station supports in principle higher density development with a focus on sustainable transport. Within the local shopping parade, there is no objection in principle to residential uses above appropriate ground floor commercial uses. As such, the proposed ground floor retail use with 2 floors of residential accommodation above accords with the policies of the NPPF and the Core Strategy and is acceptable in principle.

6.2.2 The two existing commercial uses will be lost from the site, assuming they do not occupy the new floorspace. The Council's policies do not seek to protect specific occupiers and neither of the occupiers (Tile Depot and Harp Windows) specifically need to be located within a local shopping parade or close to the station. They do not provide local day-to-day convenience goods and do not supply products that rely on passing trade. There is, therefore, no objection to the loss of these particular occupiers.

### **6.3 (b) Scale, design and impact on the character and appearance of the area**

6.3.1 The surrounding area is characterised by two and three storey buildings with some larger elements on the adjoining Owen Square/Edinburgh Mews development to the south-west. This development, completed a few years ago, is largely 3 storey but includes 4 and 5 storey buildings where levels change across the site. Three

storey buildings are also found on Ye Corner to the north-east at the junction of Chalk Hill and Aldenham Road. The buildings adjoining the site to the rear on Chalk Hill, to the north-east and opposite on Aldenham Road are all two storey. In this context, the redevelopment of the site with a 3 storey building is considered appropriate and acceptable. It will compliment the scale of existing buildings and will sit comfortably within the streetscene.

6.3.2 The existing site contributes little to the streetscene with the frontage to Aldenham Road largely open and the buildings sited around the boundaries of the site. Only the building at the north-eastern end of the frontage, occupied by Harp Windows, provides a meaningful frontage to the highway. The central open part of the site, used for parking and deliveries, has an area of approximately 250m<sup>2</sup> and comprises concrete hardstanding, and has a significant negative impact on the streetscene. It is also unsightly when viewed from the conservation area opposite.

6.3.3 The proposed three storey building is appropriate in scale for this road and presents a strong frontage to Aldenham Road comprising 5 symmetrical pitched roofs. The building continues the existing building line on this side of the road and 'fills in' the large gap in the streetscene formed by the existing development. The design also gives the building a distinct vertical rhythm which reflects the vertical rhythm of surrounding Victorian buildings. This is an approach that was used successfully on the adjoining Owen Square/Edinburgh Mews development.

6.3.4 Overall, it is considered that the proposal will make a positive contribution to the streetscene and surrounding area and will enhance the setting of the conservation area opposite the site.

#### 6.4 (c) Quality of accommodation and amenity of future residents

6.4.1 Each of the first and second floors of the development comprise 4 flats. All of the flats are dual aspect and accord with the internal floorareas of the Residential Design Guide. Each of the 1 bed flats will have an area of 52-55m<sup>2</sup> (minimum 37m<sup>2</sup>) and each of the 2 bed flats an area of 75-78m<sup>2</sup> (minimum 61m<sup>2</sup>). Living areas, kitchens and bathrooms are located towards the front of the site and all

bedrooms to the rear. Consequently, all of the flats will have good internal layout and good levels of outlook and natural light.

6.4.2 With regard to privacy, the rear bedroom windows do not achieve a minimum facing distance of 27.5m to the rear facing bedroom windows in the properties fronting Chalk Hill. In order to prevent overlooking and loss of privacy between the existing and proposed dwellings, the development incorporates angled windows and privacy screens which are considered sufficient to give good levels of privacy to the proposed flats. This is discussed in more detail below.

6.4.3 Aldenham Road is a very busy, A Class route into Watford and carries high levels of traffic throughout the day. Consequently, the site experiences significant levels of road traffic noise and air pollution. A noise impact assessment has been submitted with the application. Recorded ambient noise levels at the boundary of the site with Aldenham Road were 62LAeq,T (equivalent A-weighted continuous sound level). The recommended maximum levels for internal rooms, as set out in BS8233:2014, are as follows:

<b>Activity</b>	<b>Location</b>	<b>LAeq,T dB (07.00-23.00)</b>
Resting	Living Room	35 dB (A)
Dining	Dining Room	40 dB(A)
Sleeping	Bedroom	35 dB(A)

6.4.4 Mitigation measures are proposed to achieve these internal noise levels comprising enhanced double glazed windows on the front elevation. These can be secured by condition. These measures are considered acceptable by Environmental Health. Environmental Health have also requested mechanical ventilation to the rooms with this enhanced glazing, to allow the rooms to be adequately ventilated (both background ventilation and rapid ventilation for cooling and odour removal) without the need to open the windows.

6.4.5 With regard to air quality and the impact this may have on future occupiers, an air quality assessment has been submitted by the applicant following the comments from Environmental Health and discussions with your planning officers. This assessment has been based on current legislation and guidance and the Council's air quality monitoring figures from its two monitoring stations on Chalk Hill (adjoining Bushey Arches) and Aldenham Road (outside The Railway Arms public house). These stations monitor air pollution from road traffic. The methodology was agreed with Environmental Health in advance of the assessment being prepared. The Council's monitoring figures show that the annual mean nitrogen dioxide concentrations of  $49\mu\text{g}/\text{m}^2$  on Aldenham Road exceed the national objective threshold concentrations of  $40\mu\text{g}/\text{m}^2$ . As such, the assessment proposes mitigation measures to protect the future occupiers from these elevated concentrations. The proposed mitigation measures are that the windows on the front elevation of the building facing Aldenham Road are non-opening and the flats are built with a mechanical ventilation system that will allow them to be adequately ventilated (both background ventilation and rapid ventilation for cooling and odour removal) without the need to open windows. These mitigation measures are similar to those required to mitigate noise and have been agreed by Environmental Health. A single system can be used to mitigate both noise and air quality impacts and can be secured by condition.

#### 6.5 (d) Impacts on neighbouring properties

6.5.1 The proposed development is surrounded by a number of existing properties. The potential impacts are discussed below.

##### 6.5.2 i) Brunel Court

This is a recent three storey building (part of Edinburgh Mews) adjoining the south-western boundary of the site. The flank wall facing the site contains no windows and the proposal will have adverse impact on this building.

##### 6.5.3 ii) 31-35, Aldenham Road (opposite the site)

These properties comprise a short terrace of two storey houses opposite the site. They will face the proposed development at a distance of 15m across Aldenham

Road. This relationship is very similar to that of the houses at 19-23a, Aldenham Road which face the three storey Brunel Court at a distance of 14m. These distances are typical of those found in urban areas and, as such, the proposed development will have no adverse impacts on these houses.

#### 6.5.4 iii) 32-36, Aldenham Road

This is a short terrace of commercial properties adjoining the north-eastern corner of the site. Nos. 32 and 34 are currently vacant. The only window facing towards the site is a ground floor side window in no.36, which gives light to the rear of the barber's shop that occupies the ground floor. Any loss of outlook or light to this window is not considered significant as it is a non-residential property and the main outlook and light is from the shop window. It would not merit a refusal of permission.

#### 6.5.5 iv) 33-35, Chalk Hill

These properties are two storey and face Chalk Hill. They comprise ground floor commercial use, occupied as a double unit by Thwaites classical stringed instruments, with single storey rear extensions on both properties extending to the rear boundary of the site. At first floor level, each property contains 3 self-contained flats with the main habitable room windows facing Chalk Hill. Bedroom windows appear to be located to the rear at first floor level. Both properties have a dormer window in the rear roofslope indicating a bedroom at this level also.

6.5.6 The proposed development will have a greater impact on these rear facing windows than the existing buildings on the application site, due to it being three storeys in height. In terms of outlook and natural light, the windows that would be affected most are those at first floor level. These appear to be bedrooms and the impact on these windows is less significant than it would be for living/dining room windows. These are located on the front elevation. The dormer windows at roof level would not be affected to any significant degree.

6.5.7 In terms of privacy, the proposed development incorporates angled windows to the 3 windows at first and second floor level that could give rise to overlooking and loss

of privacy to the adjoining flats. These angled windows ensure no direct overlooking can occur. The rear elevation of the proposed building also incorporates rear balconies to some of the flats, sited further away from these properties. In order to prevent direct overlooking, various privacy screens have been incorporated. These will also prevent direct overlooking from the windows.

6.5.8 Overall, it is considered that the proposed building will have no significant adverse impacts on the amenities of the existing flats.

6.5.9 v) 29-31, Chalk Hill

These properties are located further down Chalk Hill and comprise two terraced houses. They abut the rear boundary of the application site at its south-western corner. This boundary is marked by an existing 4.5m high wall which forms part of the rear elevation of the existing buildings on the application site. This wall is covered in ivy on the elevation facing the gardens of these properties and provides significant screening and privacy to the gardens. One of the occupiers, at no.31, has objected to the loss of this wall and has requested its retention. There is also a significant tree in the garden of no.31 close to the boundary, which is shown to be retained (it is outside the application site boundary).

6.5.10 Amendments to the application after submission include the retention of this wall, which has a substantial construction. The privacy to the existing gardens afforded by this wall and the existing tree (which could potentially have been damaged by the removal of the wall), will be retained. This wall is sufficient to provide privacy to the garden areas from the proposed development and no additional measures are proposed. This is considered acceptable.

6.6 (e) Traffic, highways and parking impacts

6.6.1 This section of Aldenham Road forms part of the Bushey Arches gyratory system, a one way system incorporating parts of Chalk Hill, Aldenham Road and Pinner Road. Traffic flows around this gyratory are high and congestion and queuing is often significant throughout the day. The existing open area within the site is used for parking and servicing associated with the existing commercial uses. Eight



formal parking spaces are marked out on the site. The proposal will incorporate 6 car parking spaces for the residential flats. This reduction in the number of car parking spaces and the change in their use is likely to generate fewer vehicle movements than the existing use. In any event, any increase in vehicle movements is likely to be very small and insignificant in the context of existing traffic flows.

6.6.2 The existing units can be serviced from the open central area of the site. With all the parking spaces occupied, commercial vehicles are unlikely to be able to enter and leave the site in forward gear. Under the proposed development, no on-site servicing will be possible and all servicing will need to take place from the highway. At present, this section of Aldenham Road is subject to single yellow lines which allow servicing to take place on the highway. Given the level of servicing is likely to be limited, the Highway Authority are satisfied with this arrangement.

6.6.3 The proposed 6 car parking spaces are below the Council's maximum standards contained in the Watford District Plan 2000. The maximum provision for the proposed development would be 11 spaces for the residential and 6 spaces for the retail unit. The site is in a highly sustainable location, very close to Bushey Station (London Midland and London Overground rail services) and the bus stops serving the station (9 routes, including the town centre, Watford Junction, Brent Cross and north London), with a convenience store and pharmacy located in the adjoining development, a newsagent at Bushey Station, two local public houses and other local shops and services within the shopping parade. As such, the level of parking provision is considered acceptable.

6.6.4 Despite the sustainable location of the site, there is a potential for overspill car parking to take place on surrounding roads as there is no controlled parking zone on the residential roads to the south-east. These roads tend to be heavily parked during the day with residents and commuters' cars and during the evening with residents' cars. As local residents have rejected any controlled parking zone on these roads, there is no on-street control in place. However, as the overspill parking is only likely to occur from the 2 flats without car parking provision, the level of potential overspill parking will be limited. Combined with the sustainable location of

the site, any additional impacts are not considered sufficient to merit a refusal of permission.

## **7.0 COMMUNITY INFRASTRUCTURE LEVY AND PLANNING OBLIGATION**

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

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

Liability to CIL does not arise in the case of a development where the increase in gross internal area is less than 100sqm, unless the development comprises one or more dwellings. In this case, the CIL charge applicable to the proposed development is:

#### **Watford Charging Schedule**

<b>Type of Development</b>	<b>CIL Rate</b>
Residential	£120 per sqm
Retail (Class A1 – A5)	£120 per sqm

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

In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as

material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive.

Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

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

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants. In this case, there is no requirement for a planning obligation.

## 8.0 **CONCLUSION**

8.1 The proposal is for the erection of a 3 storey, mixed-use development on this site, located within a local shopping parade and in close proximity to Bushey Station. There is no objection in principle to the proposed uses or the scale and density of development in this location, which has good accessibility to passenger transport and local convenience services. The proposed development will enhance the character and appearance of the streetscene and the local area, including the setting of the Oxhey Conservation Area situated on the opposite side of Aldenham Road. The level of car parking provision is appropriate in this sustainable location and the Highway Authority has raised no objection to the proposal on the grounds of traffic generation or highway safety.

8.2 The site is subject to high noise levels and poor air quality from road traffic on Aldenham Road. Mitigation measures are proposed to address these issues which are considered acceptable by Environmental Health. Subject to these measures, the proposal will provide a good level of amenity for future residents. The scale and design of the proposal will ensure it will have no significant adverse impacts on the amenities of adjoining properties.

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## 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.

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## 10.0 RECOMMENDATION

That planning permission be granted subject to the following conditions:

### Conditions

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

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

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

ALD-DS-00-00-DR-A-S001 P1, S002 P0, S003 P0

ALD-DS-00-01-DR-A-S004 P0

ALD-DS-00-02-DR-A-S005 P0

ALD-DS-00-ZZ-DR-A-S020 P0, S030 P0

ALD-DS-00-GF-DR-A-P100 P1

ALD-DS-00-01-DR-A-P101 P1

ALD-DS-00-02-DR-A-P102 P1

ALD-DS-00-03-DR-A-P103 P1

ALD-DS-00-ZZ-DR-A-P200 P1, P201 P1, P202 P1, P210 P1, P300 P1

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

3. No demolition or construction works shall take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays, or at any time Sundays and Public Holidays.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed, pursuant to Policy SE22 of the Watford District Plan 2000.

4. No demolition or construction works shall commence within the site until an Environmental Management Plan has been submitted to and approved by the Local Planning Authority for the relevant demolition and construction phases. Each Plan shall include details of temporary access for demolition/construction vehicles, contractors parking, the delivery and storage of materials, measures to mitigate noise, measures to mitigate dust (as set out in the Air Quality Assessment by Arup dated 30 September 2015), wheel washing facilities, plant and equipment and a contact procedure for complaints. Each Plan as approved shall be implemented throughout the relevant demolition and construction periods.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties and prevent obstruction of the adjoining highway during the time that the demolition and construction phases. This is a pre-commencement condition as these details need to be agreed with the Local Planning Authority before the works commence.

5. No demolition works shall commence until a detailed method statement for the retention of the existing wall adjoining the boundary with 29-31, Chalk Hill has been submitted to and approved in writing by the Local Planning Authority. The demolition works shall only be undertaken in accordance with the approved method

statement. The wall shall be retained at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the retention of this wall which prevents overlooking and loss of privacy to the adjoining garden areas.

6. No construction works shall commence until details of the materials to be used for all the external finishes of the new building, including all external walls, roofs, doors, windows, balconies and privacy screens, 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.

7. All windows at first and second floor levels on the front façade of the building facing Aldenham Road shall be non-opening and shall be retained as such at all times, unless otherwise agreed in writing by the Local Planning Authority.

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

8. No development shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings on the first and second floors of the premises 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 on the front elevation facing Aldenham Road being non-opening. The air delivered to the occupiers of the residential units through this system should have an annual mean nitrogen dioxide (NO<sub>2</sub>) concentration of 40ug/m<sup>3</sup> or less. The system must not compromise the sound insulation of the façades. Details of the siting of any air intake; extraction

units; generators and other mechanical equipment serving this system that are likely to give rise to noise should be submitted, along with details of noise attenuation measures to be incorporated to ensure these units do not give rise to a noise nuisance. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

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

9. No development shall commence until a noise mitigation scheme for the proposed residential dwellings on the first and second floors, based upon the recommendations of the Noise Impact Assessment by Ardent Consulting Engineers dated July 2015 (Ref. No. X240-01; Project No. X240; July 2015) has been submitted to and approved by the Local Planning Authority. The scheme shall include the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

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

10. No demolition or construction works shall commence until a detailed scheme to deal with the risks associated with 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 (PRA) 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) where the PRA in (i) above identifies the need for further investigation, a site investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site;
- iii) where a site investigation scheme referred to in (ii) above is required, the results of the site investigation and risk assessment 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) where a remediation strategy referred to in (iii) above is required, 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 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 (the site is within Source Protection Zone 2) in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

11. Where a remediation strategy has been approved pursuant to Condition 3, no construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy 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 (the site is within Source Protection Zone 2) in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

12. 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 (the site is within Source Protection Zone 2), in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

13. No part of the development shall be occupied until details of the new vehicular crossover on Aldenham Road to serve the residential car parking, as shown in principle on drawing no. ALD-DS-00-GF-DR-A-P100 P1, have been submitted to and approved in writing by the Local Planning Authority, and the access has been constructed in full. The details shall include the drainage of the parking area to ensure no surface water discharges onto the highway.

Reason: To ensure safe and adequate vehicular and pedestrian access to the development and in the interests of highway safety, in accordance with Policy T4 of the Watford Local Plan Core Strategy 2006-31.

14. No part of the development shall be occupied until the existing vehicular crossover on Aldenham Road has been closed off and the adjacent footways and kerbs reinstated.

Reason: To ensure safe and adequate vehicular and pedestrian access to the development and in the interests of highway safety, in accordance with Policy T4 of the Watford Local Plan Core Strategy 2006-31.

15. No gate shall be installed at the entrance to the residential car parking area except in accordance with such details and specifications of the gate, including the operating mechanism and noise levels during operation, as have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the operation of the gate or barrier does not give rise to noise nuisance to the residential occupiers.

16. No part of the development shall be occupied until the 6 car parking spaces shown on the approved drawings (unless otherwise approved in writing by the Local Planning Authority) have been laid out and constructed in full. These spaces shall be retained at all times for the parking of cars of the residential occupiers only.

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.

17. No part of the development shall be occupied until the bin stores for the commercial use and the residential flats have been provided in accordance with the approved drawings (unless otherwise approved in writing by the Local Planning Authority). The stores shall be retained at all times for bin storage only and shall not be used for any other purpose.

Reason: To ensure adequate facilities are provided for the occupiers of the site and in the interests of the visual appearance of the site and its impact on the street

scene and character of the surrounding area, in accordance with Policies SD1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

18. No part of the development shall be occupied until details of a shelter for the cycle storage shown on the approved drawings, for a minimum of 8 cycles and providing weather protection, has been submitted to and approved in writing by the Local Planning Authority and the shelter and cycle storage facilities have been provided in full. These shall be retained at all times.

Reason: To ensure adequate facilities are provided for the occupiers of the site and in the interests of the visual appearance of the site, in accordance with Policies SD1 and UD1 of the Watford Local Plan Core Strategy 2006-31 and saved Policies T10 and T21 of the Watford District Plan 2000.

19. No flat shall be occupied until the privacy screens at first and second floor level on the rear balconies have been installed, as shown on the approved drawings. These screens shall accord with the details approved under Condition 6 of this permission.

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

20. No part of the development shall be occupied until details of the green roof, including its long term maintenance, have been submitted to and approved in writing by the Local Planning Authority, and the green roof has been installed as approved. It shall be maintained at all times in accordance with the approved maintenance plan.

Reason: In the interests of the visual amenity of the occupiers of the flats.

21. The green roof, as shown on approved drawing no. ALD-DS-00-01-DR-A-P101 P1, shall not be accessible at any time to occupiers of the flats or the commercial unit. Access to the green roof shall only be for the purposes of maintenance or repair.

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

22. The ground floor commercial unit fronting Aldenham Road shall only be used for purposes within Class A1 (shops) or Class A2 (financial and professional services) of the Town and Country Planning (Use Classes) Order 1987 (as amended) unless otherwise agreed in writing by the Local Planning Authority.

Reason: The site is within a designated local shopping frontage on the Proposals Map of the Watford District Plan 2000 and to accord with Policy S7 of the Watford District Plan 2000.

23. No external plant or equipment shall be installed on the building unless details of the type, size, siting and noise levels of the plant or equipment have been submitted to and approved in writing by the Local Planning Authority. The plant or equipment shall only be installed in accordance with the approved details.

Reason: In the interests of the visual appearance of the development and the amenities of the occupiers of the flats.

24. The windows on the north eastern elevation at first and second floor level shall be fixed shut and fitted with obscured glass at all times.

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

### 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. The Council also gave pre-application advice on the proposal prior to the submission of the application and undertook discussions with the applicant's agent during the application process.

2. Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain i) their permission/requirements regarding access for vehicles involved in the demolition of the existing building; ii) a condition survey of any adjacent highways which may be affected by construction vehicles together with an agreement with the highway authority that the developer will bear all costs in reinstating any damage to the highway.
  
3. Provisions should be made to remove all unwanted materials from site.
  - A licensed waste disposal company can be used to collect and dispose of waste.
  - Developers can only take waste to a licensed waste disposal site themselves if they have a licence to carry waste.
  - In both cases all Waste Transfer Notes must be retained.
  - Waste can only be treated on site I.e. burnt if the developer has a licence to treat waste.

All of the mentioned licences are issued by the Environment Agency. If the developer does have a license to treat waste on site by burning then dark smoke cannot be omitted at any time - this is an offence. In addition if smoke from bonfires on site cause a statutory nuisance enforcement action will be taken.

4. In respect of Conditions 7, 8 and 9, any request by the applicant to vary these requirements must be accompanied by an air quality assessment based upon up-to-date site specific monitoring data. The methodology for this assessment and monitoring must be agreed with the Environmental Health and Licensing Service before the assessment/monitoring commences. The assessment must include details of alternative mitigation measures and demonstrate that they will not result in the future occupants of the residential units being exposed to air quality concentrations above the health related air quality objectives, as set down in UK

legislation and guidance, or internal noise levels that exceed those set out in BS 8233:2014.

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**Drawing numbers**

ALD-DS-00-00-DR-A-S001 P1, S002 P0, S003 P0

ALD-DS-00-01-DR-A-S004 P0

ALD-DS-00-02-DR-A-S005 P0

ALD-DS-00-ZZ-DR-A-S020 P0, S030 P0

ALD-DS-00-GF-DR-A-P100 P1

ALD-DS-00-01-DR-A-P101 P1

ALD-DS-00-02-DR-A-P102 P1

ALD-DS-00-03-DR-A-P103 P1

ALD-DS-00-ZZ-DR-A-P200 P1, P201 P1, P202 P1, P210 P1, P300 P1

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