

PART A	
Report of: <b>DEVELOPMENT MANAGEMENT SECTION HEAD</b>	
Date of Committee	<b>18<sup>th</sup> February 2016</b>
Site address:	<b>23, 25 &amp; 25A St John's Road</b>
Reference Number :	<b>15/01786/FULM</b>
Description of Development:	<b>Demolition of existing buildings, originally three detached dwellings, now linked and used as offices. Erection of two blocks of flats comprising 40 residential units.</b>
Applicant:	<b>The Seventh Day Adventist Association Limited</b>
Date received:	<b>23<sup>rd</sup> December 2015</b>
13 week date (major):	<b>23<sup>rd</sup> March 2016</b>
Ward:	<b>Central</b>

## **SUMMARY**

Full planning permission is sought for the demolition of the existing buildings occupying the site and the erection of two blocks of flats comprising 40 residential units.

This application follows an earlier proposal for a similar development on this site (Ref. 15/00413/FULM) which was refused planning permission by the Development Management Committee on 8<sup>th</sup> October 2015, against the officer recommendation, for the reason set out below:

1. *The proposed development would fail to provide a high standard of design and would be out of character with the residential aspects of the area, having the appearance of being overdeveloped, contrary to the provisions of the Residential*

*Design Guide (RDG) and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31.*

The current proposal incorporates amendments to the earlier scheme to address the concerns raised by Members regarding design. Revisions have been made to the elevational treatment of Block 1 (the block that faces St Johns Road) including the reconfiguration of balconies and a re-design of part of the top level of Block 1 to provide more of a lightweight structure at roof level. Additionally, the Corten steel panels that were to be applied to both Blocks 1 and 2 have been removed and decorative brickwork elements have been introduced. The revisions have been made taking into account comments raised by Members and following advice offered by the Council's Urban Design & Conservation Manager.

It is considered that the revisions have improved the way in which the buildings relate to the site's context making use of more subtle design features to break up the front elevations and resulting in a more successful transition building for Block 1 between the modern office building to the east of the site and the residential properties to the west. The use of high quality materials and landscaping will ensure that an attractive environment is created.

The proposed development will provide a high quality residential environment within a highly sustainable location with good access to public transport and a wide range of services and facilities.

The siting and design of the proposed building will ensure that it will have no adverse impact on surrounding residential properties.

Of the 40 units proposed, 14 are to be affordable – ensuring that the level of affordable housing provision meets the Council's minimum 35% threshold. The proposal will provide a mix of new units in terms of size and tenure, providing much-needed housing. The new units will benefit from adequate levels of internal space, natural lighting and outlook and

will have access to amenity space – all of which will contribute towards ensuring that a high quality living environment is achieved.

The Development Management Section Head recommends that planning permission be granted as set out in the report, subject to conditions.

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## **BACKGROUND**

### **Site and surroundings**

The application relates to an irregular shaped parcel of land located on the southern side of St John's Road and which occupies a position between the junctions with Clarendon Road and Albert Road North. It measures 0.22 hectares in area and comprises buildings known as 23, 25 and 25A St John's Road. These properties were built, and first used, as individual two-storey detached houses. However, they have all been converted into offices which are currently occupied by the Seventh Day Adventist Association Limited. The properties were erected at different times, with the first having been built in 1894 (No. 23), and the last having been built in 1939 (No. 25a). They have been joined through the construction of inter-linking extensions.

No.s 25 and 25a are linked by way of a first floor extension which creates a tunneled vehicular access to the car parking area at the rear.



Site Plan

Part of the site (No. 23) lies within employment area E7a, as designated by the Watford District Plan 2000. There is no specific land use designation for the remaining part of the site which includes No.s 25 and 25A and therefore this part of the site is considered to be primarily residential. To the south and east of the site, substantial office buildings exist and these front Clarendon Road.

The site lies within the “Wider Town Centre Area” as detailed on page 54 of the Watford Local Plan Core Strategy 2006-31. It also falls within the Town Centre Special Policy Area.

Other than the office buildings to the south and east of the site and the Magistrates Court

and Police Station complex to the north, the surrounding properties are predominantly two storey. Nearby residential properties comprise a mix of terraced, detached and semi-detached houses – some of which having been converted into flats.

The site does not encompass any statutory or locally listed buildings and is not located within a Conservation Area. The Police Station and Magistrates Court to the north are locally listed.

### **Proposed development**

Full planning permission is sought for the demolition of the existing buildings occupying the site and the erection of 40 residential units.

The buildings to be demolished were originally built as three detached dwellings but are currently in use as offices for the Seventh Day Adventist Association Limited who also own the site. The office space provided within the buildings no longer meets the demands of the owners who are looking to relocate.

The development will involve the construction of 2 blocks of flats – one fronting St John's Road, referred to as Block 1 on the submitted drawings, and the other (Block 2) sited at a right angle and behind Block 1. The blocks will be separated by a distance of 13.6m.



Proposed Block Plan

Block 1 will be a part 5, part 4 and part 3 storey building comprising 28 flats in total, 14 of which will be affordable. It will have its main entrance facing St John's Road. On the western side of Block 1 a vehicular access drive will be created, providing access to Block 2 and a small parking forecourt in front of this block comprising 2 disabled car parking spaces 2 set down spaces. A turning head will also be provided on site between Blocks 1 and 2.

Some of the ground floor units will have access to their own small private amenity spaces. Many of the flats on the upper floors will benefit from balconies. Communal garden areas will be provided to the rear of Block 1 and within the southwestern corner of the site.

## **Relevant planning history**

The site has an extensive planning history. Recent relevant planning history is outlined below:

### 23 St John's Road

Ref. 07/00519/FUL – Erection of 3 storey rear and side extensions (including roof) with additional basement storey with alterations to existing property – Conditional Planning Permission granted in June 2007.

### 23-25 St John's Road:

Ref. 11/00162/FUL – Retrospective application for construction of first floor infill bridge between buildings and second floor extension across both buildings involving alterations to roof – Refused Planning Permission in June 2011 for the following reasons:

- 1. The second floor extension, by reason of its design, size and siting, fails to remain in keeping with the character of the buildings and has resulted in a form of development that appears unduly prominent and visually obtrusive. The development has a detrimental effect on the character and appearance of the properties, the streetscene and the visual amenity of the area, contrary to Policies H7, H15, U1, U2 and U3 of the Watford District Plan 2000.*

The Council's reason to refuse this application was appealed against (Appeal Ref. APP/Y1945/A/11/2159961). The appeal was dismissed in December 2011. The Inspector concluded that the overall scheme seriously and unacceptably harmed the character and appearance of the host buildings, the street scene and the surrounding area. The unauthorised roof extension was subsequently removed.

Ref. 12/00303/FUL – Retrospective application for a first floor extension linking 23 and 25 St John's Road – Planning Permission granted in June 2012.

### 23, 25 & 25A St John's Road

Ref. 14/00698/PREAPP – Demolition of existing buildings and erection of two blocks of flats including affordable housing – This pre-application enquiry was originally responded to in June 2014 but discussions remained ongoing up to the submission of the planning application.

Ref. 15/00413/FULM – Demolition of existing buildings, originally three detached dwellings, now linked and used as offices. Erection of two blocks of flats comprising 40 residential units – Refused Planning Permission in October 2015 for the following reason:

1. *The proposed development would fail to provide a high standard of design and would be out of character with the residential aspects of the area, having the appearance of being overdeveloped, contrary to the provisions of the Residential Design Guide (RDG) and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31.*

The applicant has appealed against the Council's reason for refusal and has requested that the appeal be determined through the hearing procedure (Appeal Ref. APP/Y1945/W/15/3139582). The appeal is currently pending.

### **Relevant Policies**

#### **National Planning Policy Framework (NPPF)**

Paragraph 17 Core planning principles

Section 1 Building a strong, competitive economy

Section 2 Ensuring the vitality of town centres

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

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

Section 11 Conserving the natural environment

Section 12 Conserving and enhancing the historic environment



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

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

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

No relevant policies.

**Watford Local Plan: Core Strategy 2006-31**

- WBC1 Presumption in favour of Sustainable Development
- SS1 Spatial Strategy
- SPA1 Town Centre
- SD1 Sustainable Design
- SD2 Water and Wastewater
- SD3 Climate Change
- SD4 Waste
- HS1 Housing Supply and Residential Site Selection
- HS2 Housing Mix
- HS3 Affordable Housing
- EMP2 Employment Land
- T2 Location of New Development
- T3 Improving Accessibility
- T4 Transport Assessments
- T5 Providing new Infrastructure
- INF1 Infrastructure Delivery and Planning Obligations
- UD1 Delivering High Quality Design
- UD2 Built Heritage Conservation
- GI1 Green Infrastructure

GI3 Biodiversity

**Watford District Plan 2000 (saved policies)**

SE7 Waste, Storage, Recovery and Recycling in New Development

SE20 Air Quality

SE22 Noise

SE23 Light Pollution

SE24 Unstable and Contaminated Land

SE27 Flood Prevention

SE28 Groundwater Quality

SE36 Replacement Trees and Hedgerows

SE37 Protection of Trees, Woodlands and Hedgerows

SE39 Tree and Hedgerow Provision in New Development

T10 Cycle Parking Standards

T21 Access and Servicing

T22 Car Parking Standards

T24 Residential Development

T26 Car Free Residential Development

E1 Employment Areas

U15 Buildings of Local Interest

**Supplementary Planning Guidance**

Residential Design Guide (RDG)

Watford Character of Area Study

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**CONSULTATIONS**

**Neighbour consultations**

Letters were sent to a total of 40 addresses that lie within close proximity of the site. Nine responses have been received citing the following objections:

- Inadequate parking provision, leading to parking overspilling onto surrounding roads, illegal parking and occupiers of new flats parking in other residents private parking spaces.
- Eyesore.
- Poor design.
- Building does not fit in architecturally with the surroundings.
- Revised application offers no significant improvement on that which was refused previously.
- Detrimental to character of local neighbourhood.
- Will lead to additional parking in area.
- Design of Block 1 does not reflect character of the area.
- Correspondence with the planning officer pre-application whereby the applicant was informed a three storey development would not be acceptable at the rear and 5 storeys would not be acceptable on St John's Road, why has this changed?
- Overdevelopment.
- Impact on outlook of surrounding properties.
- Concerns regarding security.
- Current buildings are attractive and are in keeping with character of local area.
- Concerns regarding the placement of bins and the impact on the enjoyment of neighbouring gardens.
- Loss of light to neighbouring properties.
- Overlooking and loss of privacy.
- More noise and air pollution.
- Greater strain on local resources such as the GP surgery at 37 St John's Road.
- Development will cause disruption and pollution when being built.
- Lack of openness.
- Impact on neighbours' outlook.

One response has been received requesting that something is done with the memorial

stone which exists on the front of No. 23, for example, for this to be incorporated in the block of flats. The submitted plans show that this memorial stone will be incorporated into the front elevation of Block 1.

### **Site Notice**

Site notices placed.

### **Press Advertisement**

A notice was published in the Watford Observer.

### **Statutory consultations**

Arboricultural Officer

*The proposals have addressed my main concern with the previous scheme (15/00413/FULM) for additional screening along the boundary with properties in Albert road by the provision of 10 new trees along this boundary. The proposed landscaping scheme(s) are considered acceptable.*

### **Environmental Health**

*I have looked at the documents relating to this planning application and considered the changes from the previous proposal. Environmental Health make the following comments:*

*The position of the proposed development is such that the future residents may be disturbed by noise from existing sources. I believe the following condition could control this and ensure that future residents are not disturbed by noise:*

*1. A scheme will be submitted to and agreed by the local planning authority prior to construction demonstrating that the standard for indoor ambient noise levels for dwellings defined in BS 8233:2014 is achieved in the living rooms and bedrooms of all units in the development. This standard must be met while provisions for rapid cooling and ventilation are functioning.*

*Any assessment must take into account noise sources including (but not limited to) commercial premises adjacent to the development on Clarendon Road and operations from the yard of Watford Police Station, Shady Lane, Watford.*

### Minerals & Waste

*I am writing in response to the above planning application insofar as it raises issues in connection with minerals or waste matters. Should the borough council be minded to permit this application, a number of detailed matters should be given careful consideration.*

*Government policy seeks to ensure that all planning authorities take responsibility for waste management. This is reflected in the county council's adopted waste planning documents. In particular, the waste planning documents seek to promote the sustainable management of waste in the county and encourage districts and boroughs to have regard to the potential for minimising waste generated by development.*

*Most recently, the Department for Communities and Local Government published its National Planning Policy for Waste (October 2014) which sets out the following:*

*'When determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:*

- the likely impact of proposed, non- waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities;*
- new, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for*

*bins, to facilitate a high quality, comprehensive and frequent household collection service;*

- *the handling of waste arising from the construction and operation of development maximises reuse/recovery opportunities, and minimises off-site disposal.'*

*This includes encouraging re-use of unavoidable waste where possible and the use of recycled materials where appropriate to the construction. In particular, you are referred to the following policies of the adopted Hertfordshire County Council Waste Core Strategy and Development Management Policies Development Plan Document 2012 which forms part of the Development Plan. The policies that relate to this proposal are set out below:*

- *Policy 1: Strategy for the provision for Waste Management Facilities (the penultimate paragraph only);*
- *Policy 2: Waste Prevention and Reduction;*
- *Policy 12: Sustainable Design, Construction and Demolition.*

*In determining the planning application the borough council is urged to pay due regard to these policies and ensure their objectives are met. Many of the policy requirements can be met through the imposition of planning conditions.*

*Waste Policy 12: Sustainable Design, Construction and Demolition requires all relevant construction projects to be supported by a Site Waste Management Plan (SWMP). This aims to reduce the amount of waste produced on site and should contain information including types of waste removed from the site and where that waste is being taken to. Good practice templates for producing SWMPs can be found at:*

*<http://www.smartwaste.co.uk/> or <http://www.wrap.org.uk/category/sector/waste-management>.*

*SWMPs should be passed onto the Waste Planning Authority to collate the data. The county council as Waste Planning Authority would be happy to assess any SWMP that is*

*submitted as part of this development either at this stage or as a requirement by condition, and provide comment to the borough council.*

### Hertfordshire Constabulary Crime Prevention Design Service

1. **Secured by Design part 2 physical security:** *The applicants have submitted a document regarding their Code for Sustainable Homes (CfSH). In that document they appear to be saying they will apply for Secured by Design part 2 (physical security), yet nothing is mentioned in their Design and Access statement.*

*To alleviate any concerns regarding security for the proposed development security, I would look for the development to be built to the physical security of Secured by Design part 2, which is the police approved minimum security standard. This would involve:*

- *All exterior doors to have been tested to BS PAS 24:2012 or STS 202 BR2*
- *All individual flat front entrance doors to BS Pas 24:2012 (internal specification).*
- *Ground level (easily accessible) exterior windows to BS Pas 24:2012. All glazing in the exterior doors, and ground floor (easily accessible) windows next to doors to include laminated glass as one of the panes of glass.*
- *Due to the number of flats in block 1, there should also be audible and visual access control at the pedestrian entrances to the block, whilst Block 2 can have just audible access control. The access control for both blocks must NOT have a Tradesman's Button fitted as this assists offenders to gain entry during the day to break into the flats.*

*These standards are entry level security and meet the Secured by Design part 2 physical security standard. Building to the physical security of Secured by Design, which is the police approved minimum security standard, will reduce the potential for burglary by 50% to 75%. I would encourage the applicants to seek Secured by Design certification to this standard when it is built.*

*If the council are so minded, this could be conditioned as below:*

**Condition:** *The development will achieve the 'Secured by Design' part 2 (physical security), which will be confirmed by Hertfordshire Police on development completion.*

**Reason:** *In the interests of the safety, crime prevention and amenity of future occupiers of the development.*

- 2. Car parking:** *There are shown two disabled and two normal car parking spaces. How will these be allocated and how will these be policed? Any management company will have to deal with this, otherwise there will be disputes.*
- 3. Cycle storage:** *This must be secure and because of the number of residents / users I would recommend metal louvered doors be fitted with a suitable lock, so as to deter theft. Such doors are also more robust than wooden ones and need less maintenance during the lifetime of the dwellings.*
- 4. Gates:** *There are shown gates giving access to various parts of the site, which I am pleased about and are mentioned under 'Access' on page 12 of the Design and Access Statement. These gates should be metal, visually permeable and full height, with access control fitted to the outside. The vehicle access gate at the side of Block 1, should also be electrically operated, whilst the others fitted with suitable self-closures.*
- 5. Proximity of development to the Police Station:** *As Block 1 faces the Police Station rear yard and vehicle exit, (from where vehicles go out on emergency response 24/7/365 sometimes with two tones sounding), it would be advisable for the residential units of block 1 facing onto St John's Road to have noise mitigation, so such noise does not disturb residential amenity at night. Unfortunately when residential accommodation is built without noise mitigation for residents close to a police station, there are complaints from residents about the noise from Police vehicles responding to emergency incidents overnight.*



*I hope the above is of use to you in your deliberations and will help the development achieve that aims of the National Planning Policy Framework (NPPF).*

- *69 – re safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.*

*& the National Planning Practice Guidance (NPPG) under ‘Design’*

- *010 – re Sec 17 of the Crime and Disorder Act 1984 – to prevent crime & disorder.*
- *011 – re planning promoting appropriate security measures.*

*& policy UD1 of Watford Core Strategy*

(Officer Comment: It should be noted that the physical security aspects of Secured By Design are now incorporated as a mandatory requirement of the building regulations. They are therefore covered by other legislation and this does not need to be considered under the planning system.)

#### Local 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. The development shall not begin until details of the disposal of surface water from the drive and parking area have been submitted to and approved in writing by the Local Planning Authority in conjunction with the Highway Authority. The dwelling shall not be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.*

*Reason: To minimise danger, obstruction and inconvenience to highway users.*

*Condition 2. Upon completion of the development and the/alterd access brought into use, all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway, verge and highway boundary.*

*Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway user.*

*Condition 3. Prior to the commencement of the site works the applicant shall submit a construction management plan setting out details of on-site parking for all contractors, sub-contractors, visitors and delivery vehicles, storage of materials to be approved in writing by the Local Planning Authority in consultation with the Highway Authority and that area shall be maintained available for use at all times during the period of site works.*

*Reason;- To minimise danger, obstruction and inconvenience to users of the highway.*

*Advisory Note.*

*AN1. Road Deposits: Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris on the highway.*

*Reason: This is to minimise the impact of construction vehicles and to improve the amenity of the local area.*

*AN2. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council Highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this.*

*Reason: In the interest of highway Safety*

*A3. The developer should be aware that the required standards regarding the maintenance of the public right of way and safety during the construction. The public rights of way along the carriageway and footways should remain unobstructed by vehicles, machinery, materials and other aspects of construction works.*

*Reason: In the interest of highway users safety*

*Details:*

*Planning Application'*

*Application is for demolition of existing building and provision of 40 residential units.*

*Site and surrounding*

*The site currently comprises three properties 23, 25 and 25a St Johns Road comprising both two and three storey buildings which have been converted to offices. The existing vehicular access is from St Johns Road with a driveway provided between 25 and 25a.*

*The surrounding area comprised a mix uses of four to five storey office building, two storey semi-detached residential units and terraced houses, some with rear gardens associated with the dwellings situated along Albert Road North. Watford Magistrate Court is located to the north of the site.*

*Local Road Network*

*The site is surrounded by St Johns Road, Clarendon Road, Albert Road North and A411 Beechen Grove. A411 Beechen Grove is a key road through the centre of Watford Town Centre and forms part of the Watford Ring Road. There are a good number of key local amenities within the area that will serve the residents of the new development.*

*Accessibility.*

*The site is within few minutes walking distance to Watford Junction Railway Station and Watford Town Centre. Watford Junction Railway Station is one of the main railway station in the area providing regular service to London and various other destinations. If residents wish to commute into London an express train from Watford Junction Station may take*

*around 16 minutes by train. Watford Junction is also a major bus/rail interchange providing bus service to various destinations at regular interval.*

*Watford Town Centre is only a few minutes walking distance from the development site. The town is a major regional shopping area with all the daily necessary facilities and employment opportunities.*

*In summary site is in a highly sustainable location. There is an excellent opportunities for residents to use all modes of transport and the access to all the necessary facilities.*

### *Access and Parking*

*The existing vehicular access into the site car park is currently taken from an access road between number 25 and 25a .The existing on-site car parking provision 20 spaces. The proposal is to provide a new access road along the western boundary of the site by form of a simple priority junction with St Johns Road in the North West corner.*

*The current proposal is to provide on-site parking for 4 spaces of which two spaces for disabled parking and the other two for visitors or maintenance vehicle parking.*

*On-site parking is a matter for the local planning authority. However, St Johns Road and the adjacent road network are within Controlled Parking Zone A, which is permit parking or pay and Display parking only. Pay and display parking is for a maximum of 4 hours on Monday to Saturday between 8.00AM to 6.30PM. Residents of the development will not be eligible for parking permits, and therefore will not be able to park the cars within the development or on surrounding road network.*

*Considering the location of the proposed development and its close proximity to Watford Junction Station and Watford Town Centre and the extent of transport facilities with easy access to employment opportunities and other daily facilities, the location of the site is considered as suitable for a car free development.*

### *Road Safety*

*5 year accidents details on St Johns Road and the surrounding roads shows 14 collisions resulting in 7 slight injuries where one was a cyclist. Overall the local road network has a*

*good road safety record, the proposed development is a car free development and the proposed development will generate much fewer vehicular trips when compared to the existing use.*

#### *Refuse Collection.*

*Highway Authority is concerned over the length of the bin storage area for the properties at the rear of the development. The Bin storage location shown in the drawings in support of the application is could be more than the maximum carrying distance of 30m. The Highway Authority recommends LPA to consult the refuse team.*

#### *Conclusion*

*The Highway Authority does not wish to restrict the grant of consent subject to the above conditions and advisory notes.*

#### Environment Agency

No comments to make on this application.

#### Thames Water

##### *Waste Comments:*

*Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)*

#### *Surface Water Drainage*

*With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface*

*water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.*

*Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.*

*No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.*

*'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:"A*

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

#### *Water Comments*

*With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.*

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

*We note that this is a re-submission of documents from a previous application reference 15/00413/FULM.*

*As the FRA and the drainage strategy remain the same, we can confirm that we have no objection on flood risk grounds and advise the LPA that the proposed development site can be adequately drained and mitigate any potential existing surface water flood risk if carried out in accordance with the overall drainage strategy.*

*The FRA demonstrates a feasible surface water drainage strategy based on infiltration and provides the results of the infiltration tests that were carried out. Detailed surface water run-off calculations for 1:100 year (+30% CC) have been provided within the surface water drainage assessment, which ensures that the site has the capacity to accommodate all rainfall events up to 1:100 year (+30% CC).*

*We note that the proposed run-off rate for the site has been stated as 0 l/s based on the infiltration with the use of water butts, permeable paving, rain gardens and crate system*

*trench soakaway. All changes to the drainage strategy have been shown on a layout plan along with the corresponding detailed calculations of each SuDS scheme and the drainage strategy provides evidence of a clear management and treatment train for the SuDS system.*

*We therefore recommend the following condition to the LPA should planning permission be granted.*

### ***LLFA position***

*The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s) as detailed in the FRA carried out by Morgan Tucker Consulting Engineers reference MT/NWK/JN2063/FRA-Rev A dated August 2015 submitted with this application are implemented and secured by way of a planning condition on any planning permission.*

### ***Condition***

*The development permitted by this planning permission shall be carried out in accordance with the approved FRA carried out by Morgan Tucker Consulting Engineers reference MT/NWK/JN2063/FRA-Rev A dated August 2015 and the following mitigation measures detailed within the FRA:*

- 1. Implementing appropriate SuDS measures as shown on drawing JN2063-NWK-001 dated June 2015.*
- 2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.*

*The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or*



*within any other period as may subsequently be agreed, in writing, by the local planning authority.*

### **Reason**

- 1. To prevent flooding by ensuring the satisfactory disposal of surface water from the site.*
- 2. To prevent flooding by ensuring the satisfactory storage of surface water from the site.*
- 3. To ensure surface water can be managed in a sustainable manner*
- 4. To reduce the risk of flooding to the proposed development and future occupants.*

### **Informative to the LPA**

*We note that on the drawing JN2063-NWK-001, proposed Rain Garden 3 (RG3) is located alongside a wall. The LPA will need to be satisfied that there is no risk to property from RG3 under the Buildings Regulations.*

### Contaminated Land Officer

No comments have been received from the Contaminated Land Officer under the current application. However, the comments of the Contaminated Land Officer dated 4<sup>th</sup> June 2015 are outlined below:

*This Department is in receipt of the following report submitted in respect of the above:*

- Phase 1 Geo-Environmental Assessment; Report Ref:  
MT/JAMESREGAN/JN1856/V1; Morgan Tucker Ltd; January 2014*

*Our records indicate the presence of a number of potentially contaminative land uses within a 250 metre radius of the site, which haven't been identified by the Phase 1 Geo-Environmental Assessment, these are as follows;*

- James Day (Lubricants) Ltd, 57 Clarendon Road, located adjacent to the site.*

- *Franklin Engineering, adj. 2A Franklin Road, located approximately 60 metres to the northwest.*
- *Watford Timber Company Ltd, 29 – 35 St Albans Road, located approximately 215 metres to the northwest.*
- *Temple Electrical Co. Ltd (Metal Works / Wire Manufacture, also Plastic etc), 73 Clarendon Road, located approximately 190 metres to the north.*
- *Watford Junction (Railway Land), located approximately 245 metres to the north-northeast.*
- *Oliver Sennitt – Coal Merchant, 12 Woodford Road, located approximately 245 metres to the east-northeast.*
- *Holst & Co. Ltd (Concrete Products), 46 Clarendon Road, 95 metres to the east-southeast.*
- *Haden Yound Ltd (Engineering), 44 Clarendon Road, located approximately 115 metres to the southeast.*
- *Builders Yard, 71 Estcourt Road, located approximately 185 metres to the east-southeast.*

*The report should be updated to reflect any potential risk associated with these uses.*

*As further works are required, I recommend the contamination condition be applied should planning permission be granted.*

In light of the above, additional information was submitted by the applicant. This was forwarded to the Contaminated Land Officer who provided the following comments dated 2<sup>nd</sup> July 2015.

*Some potentially contaminative land uses within a 250 metre radius of the site had not been identified by the phase 1 report. The consultant has acknowledged the omissions. He confirms that intrusive investigation works have been recommended to his client for the site. This will include analysis of made ground / soils for the contaminants of concern (as well as general determinants). He suggests the information is included within their*

*Phase II investigation works, with the CSM being re-written and updated within the forthcoming Phase II report. This shall include specific reference to Contaminated Land Officer's memo and further discussions.*

*Personally I feel that it is reasonable to accept his memo as an addendum to the original report and not require the report to be re written.*

Urban Design & Conservation Manager

**General Comments:**

**Planning Policies:**

*NPPF is clear that it is appropriate to seek high quality design in all new development:*

*"Para 57: It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes"*

*And :*

*"Para 64: Permission should be refused for development of poor design that fails to take opportunities for improving the character and quality of an area and the way it functions"*

*In these paragraphs the NPPF sets out the need for high quality and the role which local authorities have in ensuring that new development is of high quality and takes opportunities to improve the character and quality of an area.*

*Watford BC has policies and guidance in place to assist with delivering this. The adopted core strategy policies are high level policies which set out the strategic direction for the borough and includes policy UD1 which sets out the design principles which new development should follow. Both the Character of the Area Study (adopted in December 2011) and the Residential Design Guide (adopted in July 2014). Additional detailed development management policies and site allocations work is being prepared and will be issued as a Publication Draft later this year titled Local Plan 2. This will set out in more*

*detail how the Council intends to deliver the growth identified in the Core Strategy (Local Plan 1).*

**Principal Issues:**

**Local character/street scene:**

*the site acts as a transition site between the large scale commercial buildings fronting the Clarendon Road frontage and the domestic scale residential buildings of St Johns / Albert Road. The approach to the site requires a response to both these areas but most importantly must consider the impact on the domestic 2/3 storey residential character. The proposed use is residential and this suggests that the proposals should look more to the residential character for cues than the commercial buildings fronting Clarendon Road. This does not mean that the proposals have to copy the typology used in the existing residential areas but that the building should sit more comfortably with the residential than with the commercial buildings.*

*Previous versions of this scheme failed to deal with the transition successfully and would have resulted in a dominant building in the street scene, which appeared to have taken more design reference from the commercial scale buildings than the residential. The alterations to the frontage elevations have improved the way in which the building relates to its context making use of more subtle design features to break up the front elevations resulting in a more successful transition building*

**Scale, form and massing:**

*some of the points made in relation to local character apply here. The site sits between buildings which are of different scale and the infill buildings need to work alongside both. As with the local character, the scale which is most sensitive to change is that of the residential buildings. The commercial scale of the buildings fronting Clarendon Road is not really appropriate to be the dominant influence over this transition site as it is the side of this building which is along St John's Road and it is the front of the domestic scale buildings which front St Johns Road. In order to better address this issue a different approach to upper floor of the two principal blocks fronting St John's Road was needed*

*along with some alterations to the elevation to provide a better vertical emphasis and rhythm to these elevations. The balconies are now vertically aligned above the entrance which improves the legibility of the elevation and reinforces the location of the entrance. The top floor is now being treated differently from the lower floors giving the building a top section and reducing the impact of this elevation. This has been done using cut out balconies on the top floor which creates a lightness to the top floor of the building and separates it from the lower floors whilst retaining vertical rhythm. This goes some way to creating a building which is more domestic in scale.*

*This has reduced the scale of the new buildings, in particular that of the larger block. The alterations have also broken up the massing of the blocks on the frontage and reduced the impact of the massing on the street scene as well.*

***Details and materials:***

*there are concerns regarding some of the features and materials proposed for this scheme. In terms of design details, the window/door reveals don't seem to be provided for this scheme but were for the previous one and did ensure reveals of sufficient depth to provide movement across the elevation; so we will need to ensure that these are supplied or condition requiring them. There are still reservations regarding the projecting balconies with glass fronts as these tend to end up with often unsightly screens being used to provide privacy, this will be overcome to some degree by the use of dark grey glass rather than clear glass. Also, the balconies open onto what is quite a busy road with little in the way of street trees etc to provide a more pleasant environment.*

*It should be possible to include some trees at the front of the building within the hedged area which would improve the outlook. Care should be taken with the species so that future problems regarding tree growth towards the building do not occur – this includes containing the roots (advice from the tree officer should be sought). The GI plan for Watford does include promoting street trees and this scheme is one where this can be achieved.*

*The realignment of the balconies and windows results in a treatment which sets up a more consistent vertical rhythm which better meets the character of the local area.*

*The materials proposed are broadly acceptable and the uses of patterned brick panels instead of the corten steel panels is a much more sympathetic way of creating detail and variety in the elevation. I would like to have details of exactly how this works as a condition.*

*Where the applicant has not provided specific details of materials then a condition will be necessary, in a sensitive case such as this one it is preferable to have this with the application. Materials are a significant part of the design and it is important to ensure that proper consideration is given to this element of any design. This gives greater certainty regarding the design quality as the site may well be developed by a different owner and set of consultants.*

**Conclusions:**

*On balance this is an improved scheme and providing we can secure good materials and the build quality is good the resulting scheme should be of high quality. Therefore, we can support this scheme.*

*Please note conditions required and point regarding street trees.*

Planning Policy

No comments received under current application. The comments provided under the previous application are set out below:

*Part of this site falls within the Clarendon Road employment area. Policy E1 of the Watford Local Plan states that such land may be released where it is demonstrated that the site is no longer required to meet future employment and business needs. The adopted Core Strategy also identifies this as a key office area.*

*The applicant's planning statement refers to the November 2010 Employment Market Assessment and suggests a good supply of B1 space is available. However, evidence produced since then, in the form of the Economic Growth and Delivery Assessment 2014, shows a significant need for additional office floorspace in Watford over the coming years – more than 210,000sqm sqm to 2031 under the baseline scenario. Subsequent runs of the East of England Forecasting Model (EEFM) show this need could be higher.*

*This means that the loss of employment space here would be a departure from policy which would need to be clearly justified. You may also wish to refer to the Oct 2014 policy position statement.*

*Notwithstanding this, it is recognised that this site is at the edge of the employment area, and adjoins a building outside of the employment area. The site is one in transition between the employment area and a primarily residential area. The proposed residential use would not be out of place in this particular location.*

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## **APPRAISAL**

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 (adopted January 2013);*
- (b) *the continuing "saved" policies of the Watford District Plan 2000;*
- (c) *the Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026; and*
- (d) *the Hertfordshire Minerals Local Plan Review 2002-2016.*

## **Background**

This application follows an earlier proposal for a similar development on this site which was refused planning permission by the Development Management Committee on 8<sup>th</sup> October 2015 under reference 15/00413/FULM. The reason for refusal (outlined in the

'Planning History' section of the report above) centres on design and character of the area.

The current proposal incorporates amendments to the earlier scheme to address those concerns previously raised by Members. The revisions are discussed in more detail in the 'Design and impact on visual amenity' section below.

### **Land allocation**

The site lies within the "Wider Town Centre Area" as outlined on page 54 of the Watford Local Plan Core Strategy 2006-31. It also falls within the Town Centre Special Policy Area. Policy SS1 of the Core Strategy advises that the town centre is identified as the focus for shopping, leisure and cultural activities together with higher density residential.

The main part of the site (including No.s 25 and 25A) lies within a primarily residential area within which redevelopment for residential use is acceptable in principle. The remaining part of the site (which includes No. 23) is encompassed within Employment Area E7a (Clarendon Road/Station Road South) as shown on the Watford District Plan 2000 Proposals Map.

Paragraph 9.3.3 of the Core Strategy advises that "Policy EMP2 seeks to protect allocated employment areas, primarily for B class uses, whilst recognising that a broader mix of employment generating uses is appropriate in the Special Policy Areas...". This is supported by saved Policy E1 of the Watford District Plan 2000 which states that "The Council will seek to protect employment land as identified on the Proposals Map".

The scheme would result in the loss of an employment use at the site. The policies clearly seek to protect employment land particularly that which is contained within designated Employment Areas. However, in this case, the majority of the site lies within a primarily residential area. It is considered that the comprehensive redevelopment of the site to provide residential units is acceptable in principle given that the site wholly fronts St



John's Road which has a predominantly residential character in contrast to Clarendon Road which is flanked on either side by substantially-sized office buildings.

The buildings currently on site are of a domestic scale and appearance, having originally been built as individual dwellings. They were not intended to be used as offices when they were constructed and have a significantly different character to the larger office buildings along Clarendon Road. They do not lend themselves to providing modern, open-plan office space for which there is a demand. Indeed, the current occupiers have decided to relocate as the units do not fulfill their operational requirements.

Clarendon Road has been the main focus for office developments over the last few decades whereas St John's Road has maintained its residential character. Planning Policy officers have been consulted and have provided comments on the loss of the employment use. They have confirmed that the Economic Growth and Delivery Assessment 2014, shows a significant need for additional office floorspace in Watford over the coming years (more than 210,000sqm square metres to 2031 under the baseline scenario) and that the policy objective is to retain employment floorspace. Notwithstanding this, it recognises that this site is at the edge of the employment area, and adjoins a building outside of the employment area. The site is one in transition between the employment area and a primarily residential area and therefore the proposed residential use would not be out of place in this particular location.

The part of the site that lies within the Employment Area designation is fairly restricted in terms of being able to offer employment opportunities. It is considered that in this particular case, it would be difficult to achieve a high quality employment floorspace that would meet the demands of modern businesses on the site due to its relationship with the existing nearby residential properties.

Given the individual circumstances of this case, it is felt that the loss of the office use would not warrant a refusal of the application. The proposal allows a comprehensive

redevelopment of the site and the principle of providing new residential development on the site has been accepted under the previous application.

### **Housing Policies**

Policy HS1 of the Core Strategy advises that factors that will support residential allocation in the site allocations document, and which will also be considered in determining applications on windfall sites, will include, inter alia: consistency with the spatial strategy; previously developed land; close to good public transport, walking and cycle network routes; location within the town centre or at other strategically located sites. The Policy further advises that factors that will go against residential allocation will include: not previously developed land; land at risk of flooding; existing employment land, open space or other community facilities for which there is still an identified need; land with high biodiversity, landscape or cultural heritage significance; no access to reliable integrated public transport links.

The proposal would meet the objectives of Policy HS1 in that the site comprises previously developed land which is within the town centre and close to good public transport, walking and cycle routes. In addition, the site is not at risk of flooding and is not existing open space, land with high biodiversity, landscape or cultural heritage significance. The loss of the existing employment land is discussed above.

Policy HS2 advises that “Higher density developments mainly including flats will be focused around the town centre and key strategic sites...” This is supported by Policy SS1 which also encourages high density housing in the town centre Special Policy Area.

Policy HS3 states that “A rate of 35% affordable housing will be sought on major applications of 10 residential units and above or sites of more than 0.5 ha”. The proposal seeks to provide a total of 40 flats. Of these, 14 will be affordable, in line with the threshold set out by Policy HS3. The Council’s Housing Team has confirmed that the tenure mix proposed is acceptable in terms of providing those types of units that are currently in

demand. The affordable housing provision will be secured through the completion of a Section 106 agreement.

### **Demolition**

The buildings to be demolished were originally built as three detached dwellings but are currently in use as offices for the Seventh Day Adventist Association Limited. Since their original construction, the buildings have been extended and substantially modified over time. They are now all attached through inter-linking extensions. Of the three buildings, No. 23 is the oldest (built in 1894). It features a stone plaque on its front elevation with reference to its former use as a manse associated with the congregational church which once stood immediately to the west of the site, on the corner where St John's Road meets Clarendon Road (which was demolished and is now occupied by an office building). The buildings are attractive but unexceptional and their loss would not have an adverse impact on the streetscene subject to the replacement scheme being constructed. None of the buildings are statutory or locally listed and the site is not within a Conservation Area. As such, the buildings could be demolished without consent (subject to the prior notification procedure being followed where necessary).

### **Design and impact on visual amenity**

Within the vicinity of the site there is a mix of building types with various forms of architecture present. The residential area immediately to the west of the site has a strong Victorian feel whilst the police station complex to the north incorporates a large office building, its service entrance and a raised car park which itself does not present a particularly attractive frontage to the street. To the east of the site, and along Clarendon Road, there are a number of substantially-sized, modern office buildings. The architect has adopted a contemporary design approach which allows the new buildings to remain compatible, and integrate suitably, with both the modern office buildings to the east and the smaller scale residential properties to the south and west.

The proposed scheme seeks to use high quality materials. The walls of both Blocks 1 and 2 will predominantly be finished with bricks. Powder coated aluminium cladding and decorative brick 'panels' will be applied to parts of the elevations to add visual interest (see below for further details). The use of these materials and the contrasting brickwork will help 'break up' the mass of the buildings. The windows and doors will incorporate aluminium frames. It is considered that such materials and detailing will provide a high quality finish for the buildings.

The Urban Design and Conservation Manager has recommended that reveals be created around the window openings. The agent has provided a drawing, numbered SJR-412-2.10, which shows that reveals will be incorporated in accordance with the Urban Design and Conservation Manager's recommendation. The reveals will further enhance the appearance of the development.

With regard to scale and layout, it is considered that the proposal will integrate suitably with the surrounding pattern of development. Block 1 is shown to have 5 storeys at its eastern end which lies closest to the neighbouring office building at 59 Clarendon Road (which is currently occupied by the Watford Community Housing Trust). The height of Block 1 will be lower than the neighbouring office building at 59 Clarendon Road and will 'step down' from east to west, providing a 3 storey element at its western end. The western end of the building will incorporate a 'lightweight' construction at second floor level which will be set in from the outer edges of the building and this will help to reduce its bulk and ensure that it sits comfortably with the neighbouring two storey building to the west.

The stepping down of the building's height provides a suitable approach towards achieving a transition between the tall office block to the east of the site and the two storey residential building to the west.

The front elevation of Block 1 will be articulated with its eastern part being set back from the western section. The front building line will respect both the front elevation of the neighbouring residential building to the west (27 St John's Road) and the office building to the east. The front elevation of Block 1 will be set back over 2m from the main front elevation of 27 St John's Road and this will help ensure that the development does not dominate or have an overbearing impact on this neighbouring building.

Block 2 will have a subordinate relationship with Block 1 being only 3 storeys. The surrounding residential properties to the south and west of the site are two storey and the introduction of a 3 storey building in this location is considered acceptable given the taller office buildings located to the east. The design of Block 2 will compliment that of Block 1. The same palette of materials will be used in the construction of both blocks ensuring that a cohesive form of development is achieved.



Block 2 West Elevation (with outline of 55-57 Clarendon Road in background)

### **Amendments to the previous scheme**

The previous application (Ref. 15/00413/FULM) was refused planning permission on grounds relating to design and its impact on the character of the area. The current proposal seeks to provide a revised version of the scheme that includes an alternative design for Block 1.



Front elevation of Block 1 (scheme refused under application 15/00413/FULM)



Front elevation of Block 1 (current proposal)

Revisions have been made to the elevational treatment of Block 1 (the block that faces St Johns Road) including the reconfiguration of balconies and a re-design of the fourth floor level. Additionally, the Corten steel panels that were to be applied to both Blocks 1 and 2 have been removed and decorative brickwork elements have been introduced. Each of the amendments is considered in more detail below:

### *Reconfiguration of balconies*

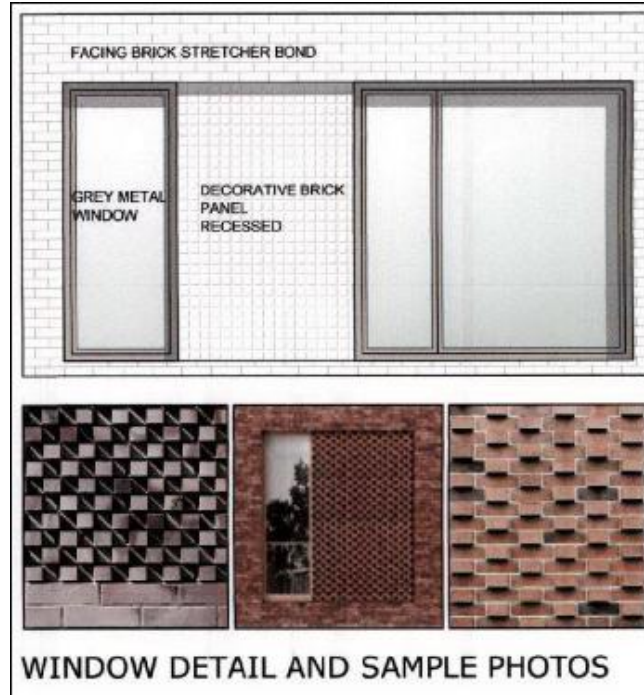
Under the earlier proposal, the balconies on the taller element of the front of Block 1 were shown to be configured in a misaligned type of arrangement with those on the front of the

central element shown as being vertically aligned with each other. The current proposal seeks to reconfigure the balconies on the front elevation of Block 1.

The drawings submitted with the current application show that all balconies on the front elevation of Block 1 will be vertically aligned. This will provide a more regimented, and, arguably, a more balanced treatment when compared to that proposed under the earlier scheme. The Urban Design and Conservation Officer has welcomed this amendment, commenting that the balconies are now vertically aligned above the entrance which improves the legibility of the elevation and reinforces the location of the entrance.

*Removal of Corten steel panels and introduction of decorative brickwork*

The Corten steel panels originally proposed on the front and rear elevations of Block 1 and the front elevation of Block 2 have been removed following concerns about their appearance. New decorative brickwork is now proposed instead of the Corten panels (see indicative image below). It is considered that these decorative brick 'panels' will still provide the necessary visual relief and interest to the elevations but with less of a stark contrast to the main facing brickwork than that offered by the Corten steel. The decorative brick panels will help provide texture and articulation to the elevations in a way that integrates suitably with the rest of the elevational treatment.

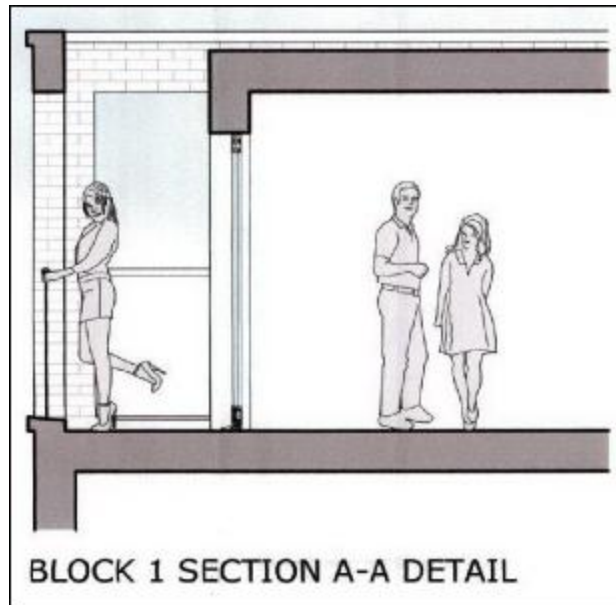


Indicative image of decorative brickwork

#### *Alterations to fourth floor level element*

The top floor of Block 1 has been given a different treatment to the lower floors which means that the taller part of this block now has a clearly defined top section. This has been achieved through creating 'cut out' balconies with the fourth floor level now being set back from the principal front elevation. This set back creates a balcony which is surrounded by a semi-open brick framework structure with open sides and roof. It is considered that this provides more of a lightweight feel to this level and reduces the impact of this elevation.





Section through front part of fourth floor level on Block 1

#### *Other elevational alterations*

Windows have been added to the eastern side of Block 1 at first, second, third and fourth floor levels and these will serve bathrooms. These windows will face the large uninterrupted flank elevation of 59 Clarendon Road and will result in no harm to the appearance of the building.

The submitted drawings show that a coping treatment will be added to the top of the brickwork on both Blocks 1 and 2. This will provide a finishing cap to the buildings.

Overall, it is considered that the revisions have improved the way in which the buildings relate to the site's context making use of more subtle design features to break up the front elevations and resulting in a more successful transition building for Block 1.

#### **Layout**

The submitted drawings show provision of integral bin stores within Block 1 and a free-standing bin store in front of Block 2. It is felt that such provision will ensure that adequate refuse and recycling storage, to meet the demands of the development, will be accommodated without causing harm to the amenities of future occupiers of the

development or neighbours and without compromising the appearance of the site, the streetscene or the character of the area, in accordance with Policy SE7. Further details of the external bin store's construction will be secured by condition should the application be approved so as to ensure that receptacles are kept in a tidy manner in contained enclosures that are designed to minimise any odours or other amenity issues.

The proposed flats will have internal floor areas ranging from 37.9m<sup>2</sup> to 59.4m<sup>2</sup> for the 1 bed flats/studio, 64.3m<sup>2</sup> to 73.3m<sup>2</sup> for the 2 bed flats and 90.8m<sup>2</sup> to 98.5m<sup>2</sup> for the 3 bed flats. All these floor areas are in excess of the minimum standards set out by the RDG. All flats will have an acceptable internal layout and suitable levels of amenity in respect of outlook, privacy and natural light.

The flats facing the police station complex will potentially suffer noise intrusion from activity associated with this use including that arising from the use of sirens. As such, noise mitigation measures will be required in order to ensure acceptable internal noise levels to these flats. An appropriate condition can be imposed to require these noise mitigation measures, in accordance with District Plan Policy SE22.

Section 7.3.23 of the RDG advises that "For flatted developments, communal open space provided for the exclusive use of occupants of the development may be acceptable as long as its location, size and shape enable it to be enjoyed by the occupants". The guidance further advises that "The minimum area for usable communal space is 50 square metres, plus 15 square metres per additional unit over two units". Approximately 430m<sup>2</sup> of communal amenity space will be provided, which is below the minimum requirement set out by the RDG. However, the proposed amenity space is considered to be usable and will provide an attractive environment by way of landscaped features and planting (as detailed within the Landscape Plan). In addition, many of the flats will benefit from having their own private balconies or access to private areas of amenity space. In a built-up, town centre location such as this, the level of amenity space proposed is considered acceptable.

### **Impact on neighbouring properties**

The nearest residential properties are those in St John's Road, Albert Road North and Monmouth Road. The proposed development has been designed to comply with the minimum separation distances as set out by the RDG. A minimum distance of 27.5m will be provided between the upper floor, clear glazed windows and those nearest neighbouring residential properties. In addition, the west-facing elevation of Block 2 will be sited over 13m from the western boundary of the site which is in excess of the minimum 11m separation distance required by the RDG. There are no windows in the south-facing elevation of Block 2 and therefore direct views towards the neighbouring properties to the south from this block will not be afforded.

The submitted plans indicate that Block 2 will incorporate a number of windows in its east-facing elevation at ground, first and second floor levels. The east elevation of Block 2 will be sited close to the eastern boundary of the site with a separation distance of only 1.2m at its nearest part and therefore there is the potential for some overlooking between these windows and the office building to the east. In order to protect the privacy of the occupiers of the proposed units and also to account for any possible redevelopment of the neighbouring office building, it is recommended that those windows on the east elevation of Block 2 are fitted with obscure glazing. This can be secured by condition. Whilst some of these windows will serve habitable rooms, none of them are to be relied upon to provide the sole source of light and outlook. The habitable rooms that they serve will benefit from other windows on the west-facing elevation of the block allowing suitable levels of natural light and outlook for their occupants.

The windows within the east elevation of Block 1 will face the flank elevation of the office building at 59 Clarendon Road. There are no openings within the west-facing elevation of 59 Clarendon Road and these windows will not result in any overlooking.

It is acknowledged that the new buildings will be clearly visible from some of the surrounding office blocks including those at No.s 55-57 and 59 Clarendon Road. However, the outlook and natural lighting of these buildings will not be impacted to an extent that

would cause any harm to their occupants.

The proposal will result in no significant loss of light or outlook to neighbouring properties by reason of the buildings' siting and their relationship with the surrounding buildings and gardens.

### **Landscaping and impact on trees**

A sizable portion of the area behind the existing buildings, which had once provided gardens, is currently used for car parking. This features hard surfacing and does not encompass any mature trees that are worthy of preservation. The Council's Arboricultural Officer has been consulted and has confirmed no objection to the proposal. The proposed landscaping scheme will provide the opportunity for some replacement trees and new planting that will help create an attractive environment. Under the previous application, the Arboricultural Officer had recommended that some planting be provided along the western boundary and the Landscape Plan has been updated to incorporate this.

Under the current application, the Urban Design and Conservation Officer has recommended that some trees be planted in front of Block 1 to help create an attractive environment. The applicant has shown a willingness to provide these in addition to the planting shown on the Landscape Plan drawing. Such additional tree planting could be secured by condition should the application be approved.

### **Access, parking and transportation**

The scheme seeks to provide 4 on-site parking spaces in total (2 of which will be allocated for disabled users and the remaining 2 will be allocated for 'set down' use so as to be used by residents and visitors for short periods, for example, while unloading goods). However, the site is only a short walking distance from both the town centre and Watford Junction railway station and a wide range of services, facilities and passenger transport options. The site is therefore well suited to high density residential development. Car free development is also acceptable in this accessible location as the surrounding roads are covered by a controlled parking zone (CPZ) and the development can be excluded from

the CPZ in order to discourage car ownership. The owner of the site has shown a willingness to enter into a legal agreement to amend the Traffic Order and this will ensure that future occupiers of the development will not be entitled to parking permits within the surrounding CPZs. Short term pay-and-display parking exists on St John's Road and Malden Road for visitors.

The development will be served by a single vehicular access off St John's Road, on the western side of the site. A turning head will be provided behind Block 1 to allow vehicles to manoeuvre on site thereby allowing vehicles to enter and leave the site in a forward gear. This will help to reduce the potential for any obstruction being caused to the adjoining highway.

The Local Highway Authority has been consulted and has raised no objection to the proposal subject to conditions being imposed to secure a suitable scheme for the disposal of surface water from the drive and parking area, the stopping up of the existing vehicular crossovers that will become redundant, and the submission of details regarding materials storage and contractors parking whilst the construction works take place.

Despite not objecting to the proposal, the Local Highway Authority has raised a concern relating to refuse collection given the distance between the bin storage area for Block 2 and the public highway. However, the scheme has been designed so that a storage room for those bins associated with Block 2 is provided at ground floor level of Block 1 (as detailed on the submitted drawings). This will allow the bins for Block 2 to be stored nearer to the highway on collection days allowing the refuse collection teams to carry out their duties with relative ease and convenience.

Cycle storage will be provided by way of 2 internal stores accommodated within Block 1 and a separate store in front of Block 2. Such provision will be secure and weatherproof in accordance with the requirements of Policy T10 of the Watford District Plan 2000.

### **Sustainable development**

In accordance with the over-riding objective of the NPPF to achieve sustainable development through the planning system, Policies SD1, SD2 and SD3 of the Core Strategy promote sustainable development. New development is expected to incorporate measures to minimise water consumption, surface water run-off and non-fluvial flooding and maximise the use of energy efficiency and energy conservation measures. A Code for Sustainable Homes Pre-Assessment Report has been submitted with the application which demonstrates that the development is to be constructed to code level 4 of the Code for Sustainable Homes which is acceptable to satisfy these policies.

### **Flood risk and sustainable drainage**

The scheme incorporates a number of measures that seek to manage surface water and consequently reduce the risk of flooding both within the site and on adjacent land. These are set out within the submitted Flood Risk Assessment & SUDS Drainage Strategy document.

The Local Lead Flood Authority (LLFA) has been consulted and has confirmed that the proposal is satisfactory in principle from a strategic drainage point of view.

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

The Council's CIL charging schedule was implemented on 1<sup>st</sup> April 2015 and, as such, the proposed scheme will be liable for CIL charges. The CIL charge covers a wide range of infrastructure and community facilities including education, childcare, libraries, youth facilities, open space, children's playspace, transport and healthcare. Under the Community Infrastructure Levy Regulations 2010, payments towards infrastructure and facilities covered by CIL can no longer be sought by section 106 planning obligations unless there are site specific requirements which are necessary to make the development acceptable. CIL is charged on the relevant net additional floorspace created by the development. The charge for residential floorspace is £120m<sup>2</sup>. The CIL charge is non-negotiable and is calculated at the time planning permission is granted. As the proposal involves a net additional increase in floorspace, the development is CIL liable.

### **Planning obligations under section 106**

With the implementation of the Council's CIL charging schedule on 1<sup>st</sup> April 2015, section 106 planning obligations can only be used to secure affordable housing provision and other site specific requirements. Tariff style financial payments can no longer be sought. Under Regulation 122 of the Community Infrastructure Levy Regulations 2010, where a decision is made which results in planning permission being granted for development, a planning obligation may only constitute a reason for granting planning permission for that development if the obligation is:

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

In the case of the current planning application, the only planning obligations required to make the development acceptable are:

- i) Securing 14 of the units as affordable housing units, in accordance with Policy HS3 of the Watford Local Plan Core Strategy 2006-31.
- ii) The provision, as necessary, of fire hydrants to serve the development in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and saved Policy H10 of the Watford District Plan 2000.
- iii) A payment of £2,000 towards the variation of the relevant traffic regulation order to exclude the development from the local controlled parking zone, to ensure future residents of the development are not entitled to resident's permits, in accordance with saved Policy T26 of the Watford District Plan 2000.

These obligations meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010 and, consequently, can be taken into account as a material planning

consideration in the determination of the application. The owner has shown a willingness to meet these planning obligations which will be secured through the completion of a unilateral undertaking.

**Consideration of objections received**

Nine objections have been received and these are summarised in the ‘Consultations’ section of the report above. Most of the concerns raised have been discussed in the ‘Appraisal’ section above. However, those issues which have not already been referred to or that require further discussion are outlined in the table below:

<b>Objections</b>	<b>Officer’s response</b>
Inadequate parking.	The exclusion of the development from the CPZ will be a significant discouragement to car ownership and has been accepted in other car-free schemes within or close to the town centre. Short term parking facilities exist on the surrounding roads for visitors.
Correspondence with the planning officer pre-application whereby the applicant was informed a three storey development would not be acceptable at the rear and 5 storeys would not be acceptable on St John’s Road, why has this changed?	The design and massing of the buildings have evolved since the original scheme that was detailed in the pre-application enquiry. The amendments made to the scheme following pre-application negotiations have enhanced the proposal. The buildings have been reduced in height when compared to those originally put forward for consideration following recommendations by planning officers.



	<p>The current scheme now provides a suitable transition between the large-scale office buildings located along Clarendon Road and the mainly residential properties to the south and west.</p>
<p>Concerns regarding security and an increase in crime.</p>	<p>The Crime Prevention Design Advisor at Hertfordshire Constabulary has been consulted and has raised no objection to the proposal on security grounds subject to certain measures being put in place, as per the Secured by Design principles. It should be noted that the physical security aspects of Secured By Design are now incorporated as a mandatory requirement of the building regulations. They are therefore covered by other legislation and this does not need to be considered under the planning system. Conditions will be attached to any permission to ensure that further details of external lighting and means of enclosures are submitted for approval.</p>
<p>Noise, dirt, disruption and pollution during works.</p>	<p>The developer will be required to submit a Construction Environmental Management Plan should permission be granted. This would be secured by condition (see “Conditions” below) and would require details of measures to be put in place during the construction of</p>

	<p>the development to minimise dust and other construction-related issues.</p> <p>The site is located in an urban area, close to the town centre and a police station, where a degree of traffic and activity and its associated noise is to be expected. A condition will be attached to any permission granted to restrict the hours in which the development can be constructed, so as to limit the noise and disturbance to neighbouring residential properties.</p>
<p>Greater strain on local resources.</p>	<p>The development is CIL liable. The CIL contribution collected from this development will be used to offset the impacts of the development on local services and infrastructure.</p>

**Conclusion**

The proposal will provide a high density residential scheme on this sustainable site which is close to the town centre and Watford Junction station. The location is also appropriate for a car-free development with good access to public transport and a wide range of services and facilities.

It is felt that the revisions to the scheme have improved the way in which the buildings relate to the site’s context making use of more subtle design features to break up the front elevations and resulting in a more successful transition building between the modern office building to the east of the site and the residential properties to the west. The use of high quality materials and landscaping will ensure that an attractive environment is created.

Of the 40 units proposed, 14 are to be affordable – ensuring that the level of affordable housing provision meets the Council’s minimum 35% threshold. The proposed tenure and size of the units will ensure that a suitable mix of housing is provided for a location of this type.

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### **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.

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### **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 14 of the units as affordable housing for social rent, affordable rent and intermediate tenure.
- ii) To secure the provision of fire hydrants as required by the County Council to serve the development.
- iii) To secure the sum 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 future residents of the Development from entitlement to resident parking permits for the controlled parking zones in the vicinity of the site in accordance with saved Policy T24 of the Watford District Plan 2000

#### Time Limit

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.

#### Approved Drawings

2. The development hereby permitted shall be carried out in accordance with the following approved drawings: DAT/9.0; DAT/9.1 Rev A; DAT/9.2 Rev B; SJR-412-001 Rev A; SJR-412-2.00; SJR-412-2.01; SJR-412-2.02 Rev B; SJR-412-2.03; SJR-412-2.04; SJR-412-2.10; 080-PL-001 Rev A; 080-PL-002 Rev A; 080-PL-003 Rev A; 080-PL-004.

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

#### Hours of Construction

3. Construction of the development hereby permitted shall not take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays and not at all on 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.

#### External materials and finishes

4. Notwithstanding the information already submitted, no construction of the approved buildings shall commence until details of the materials to be used for all the external finishes of the buildings including all external walls, roofs, doors, windows, balconies and canopies, rainwater and foul drainage goods have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the details approved under this condition.

Reason: To ensure that the development applies high quality materials that make a positive contribution to the character and appearance of the area in accordance with the provisions of the Residential Design Guide (RDG) and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31. Whilst some details of the materials have been provided with the application submission, including samples, details of the full palette of materials and further samples are required to ensure that all materials complement each other. This is a pre-commencement condition as these details need to be agreed with the Local Planning Authority before the works commence.

#### Construction Environmental Management Plan

5. No demolition or construction works shall commence within the site until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This Plan shall include details of temporary access for demolition/construction vehicles, contractors parking, the delivery and storage of materials, measures to mitigate noise and dust, wheel washing facilities, plant and equipment and a contact procedure for complaints. The 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 development is being constructed, pursuant to Policies T24 and SE22 of the

Watford District Plan 2000. This is a pre-commencement condition as these details need to be agreed with the Local Planning Authority before the works commence.

#### Surface water management

6. The development shall be carried out only in accordance with the approved Flood Risk Assessment and drainage strategy carried out by Morgan Tucker Consulting Engineers reference MT/NWK/JN2063/FRA-Rev A dated August 2015 and the following mitigation measures detailed within this document:
  - a) Implementing appropriate SUDS measures as shown on drawing JN2063-NWK-001 dated June 2015.
  - b) Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.

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 ensure surface water can be managed in a sustainable manner so as to reduce the risk of flooding to the proposed development and surrounding land, in accordance with Policy SE27 of the Watford District Plan 2000 and Policy SD2 of the Watford Local Plan Core Strategy 2006-31.

#### Means of enclosure

7. Notwithstanding the information already submitted, no development shall commence until details of the siting, height, type, materials and finish of all fencing, walls, gates or other means of enclosure around the boundaries of the site and within the site have been submitted to and approved in writing by the Local Planning Authority. All fencing, walls, gates or other means of enclosure shall be

provided in accordance with the approved details prior to the first occupation of any part of the development and shall be maintained as such at all times thereafter.

Reason: In the interests of visual amenity and to ensure that suitable levels of privacy are provided for future occupiers of the development and neighbours, in accordance with the provisions of the Residential Design Guide (RDG) and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31. Details of all the means of enclosure have not been specified within the application submission and these details need to be agreed with the Local Planning Authority before the works commence.

#### Landscaping

8. The hard and soft landscaping shall be carried out in accordance with the details shown on Drawings: 080-PL-001 Rev A; 080-PL-002 Rev A; 080-PL-003 Rev A; 080-PL-004. With the exception of the proposed planting, all works shall be completed prior to the first occupation of any part of the development. The proposed planting shall be completed not later than the first available planting and seeding season after the first occupation of any part of the development. For the purposes of this condition a planting season is the period from 1 October in any one year to 31 March in the next following year. 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 in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site in accordance with Policy SE36 of the Watford District Plan 2000 and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

9. Notwithstanding the details already submitted, no part of the development shall be occupied until details of additional tree planting to be provided in front of Block 1

(along the St Johns Road frontage) have been submitted to and approved in writing by the Local Planning Authority. The proposed tree planting, approved under this condition, shall be completed not later than the first available planting and seeding season after the first occupation of any part of the development. For the purposes of this condition a planting season is the period from 1 October in any one year to 31 March in the next following year. Any of these trees 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 in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site in accordance with Policy SE36 of the Watford District Plan 2000 and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

#### Parking, driveway and manoeuvring layout

10. No dwelling shall be occupied until the access to St John's Road and the on-site parking, manoeuvring and driveway areas have been laid out and constructed in accordance with the approved drawings and made available for use and these facilities shall thereafter be kept clear of any obstruction and not be used for any other purpose.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or public safety along the adjoining highway, in accordance with Policies T21 and T24 of the Watford District Plan 2000.

#### Bin storage

11. Notwithstanding the information already submitted, details of the size, type, siting and finish of the free-standing refuse and recycling storage enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any part of the development hereby approved. The store approved under this condition shall be installed and made available for use prior to



the first occupation of any part of the development and shall be retained at all times for refuse/recycling only and shall not be used for any other purpose.

Reason: In the interests of the visual appearance of the site, the amenities of residents and to ensure that adequate waste storage facilities are provided in accordance with Policy SE7 of the Watford District Plan 2000 and Policies UD1 and SD4 of the Watford Local Plan Core Strategy 2006-31.

#### Obscure glazing

12. The proposed second floor window on the west-facing elevation of the building referred to as Block 1 on the drawings hereby approved and all windows on the east-facing elevation of the building referred to as Block 2 shall be permanently fixed closed below 1.7m internal floor level and shall be fitted with obscured glass at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent overlooking and consequent loss of privacy to the occupiers of the neighbouring property to the west of the site pursuant to the provisions of the Residential Design Guide (RDG) and Policy SS1 of the Watford Local Plan Core Strategy 2006-31.

#### No use of flat roofs

13. No parts of the flat roofs of the development, with the exception of those areas marked as balconies on the drawings hereby approved, shall be used as terraces, balconies or other open amenity spaces.

Reason: To prevent overlooking and consequent loss of privacy to the occupiers of the neighbouring property to the west of the site pursuant to the provisions of the Residential Design Guide (RDG) and Policy SS1 of the Watford Local Plan Core Strategy 2006-31.

#### No new gates

14. With the exception of the means of enclosure approved under Condition 7, no gates or other means of enclosure shall be erected along the site frontage across the vehicle access or elsewhere on the site without the prior written approval of the Local Planning Authority.

Reason: To minimise danger, obstruction and inconvenience to users of the adjacent highway and in the interests of visual amenity, in accordance with Policies T21 and T24 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

#### Levels

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

Reason: To ensure that the proposed buildings and any other changes in level on the site maintain a satisfactory relationship between the development and existing properties to safeguard the character and appearance of the area and the privacy and amenities of neighbouring properties in accordance with the objectives of Policies UD1 and SS1 of the Watford Local Plan Core Strategy 2006-31. Details of all the levels have not been specified within the application submission and these details need to be agreed with the Local Planning Authority before the works commence.

#### External Lighting

16. None of the flats hereby approved shall be occupied until a scheme detailing the external lighting to be installed within the site (including any external lighting

attached to the buildings) has been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed, as approved, prior to the first occupation of the development and shall be maintained as such at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that any external lighting safeguards the security and amenities of residents and respects the character and appearance of the area in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

#### Stopping up of existing access

17. Upon completion of the development and the altered access being brought into use, all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway, verge and highway boundary.

Reason: To limit the number of access points along the site boundary for the safety and convenience of highway users in accordance with Policy T24 of the Watford District Plan 2000.

#### Noise levels

18. No development shall commence until a scheme demonstrating how the standard for indoor ambient noise levels for dwellings defined in BS 8233:2014 shall be achieved in the living rooms and bedrooms of all units in the development has been submitted to and approved in writing by the Local Planning Authority. This standard must be met while provisions for rapid cooling and ventilation are functioning. The measures set out within the approved scheme shall be implemented prior to the occupation of any of the flats and shall thereafter be maintained at all times unless otherwise agreed in writing.

Reason: To safeguard the amenities of the future occupiers of the flats to ensure that a suitable living environment is provided, in accordance with Policy SE22 of the Watford District Plan 2000.

#### Land contamination

19. Prior to the commencement of the development hereby permitted a Phase II report shall be submitted to and approved in writing by the Local Planning Authority. If the Phase II report establishes that remediation or protection measures are necessary a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition:

A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.

A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development. Intrusive investigation works have been recommended following the Phase I report which has already been carried out. These measures need to be secured with the Local Planning Authority before the works commence.

20. All remediation or protection measures identified in the Remediation Statement referred to in Condition 18 shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any part of the development hereby permitted.

For the purposes of this condition a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development.

### **INFORMATIVES:**

1. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended.
2. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure the provision of 14 affordable housing units and the necessary fire hydrants to serve the development. The undertaking also secures a contribution towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude future residents of the Development from entitlement to resident parking permits for the controlled parking zones in the vicinity of the Land in accordance with saved Policy T24 of the Watford District Plan 2000.
3. 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 buildings; 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. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Should there be any obstructions on the public highway, footpath, grass verge, i.e. trees, posted signs, telegraph pole, lamp columns, drainage gullies etc, then permission for removal and/or repositioning will need to be gained before work can commence on site. The applicant will need to be aware that they will/may be required to fund this work. All to the satisfaction of the Local Authority.

4. The Highway Authority requires the alterations to, or the construction of, the vehicle crossover to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. The applicant will need to apply to Highways (Telephone 0300 1234047) to arrange this or use link:-<https://www.hertsdirect.org/droppedkerbs/>
5. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

6. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)
  
7. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company, The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.
  
8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

### **Drawing Numbers**

DAT/9.0

DAT/9.1 Rev A

DAT/9.2 Rev B

SJR-412-001 Rev A

SJR-412-2.00

SJR-412-2.01  
SJR-412-2.02 Rev B  
SJR-412-2.03  
SJR-412-2.04  
SJR-412-2.10  
080-PL-001 Rev A  
080-PL-002 Rev A  
080-PL-003 Rev A  
080-PL-004

**Other documents**

Planning Statement  
Design and Access Statement  
Flood Risk Assessment & SUDS Drainage Strategy  
Transport Statement  
Phase 1 Geo-Environmental Assessment  
Code for Sustainable Homes Pre-Assessment Report

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