

PART A	
Report of: Head of Development Management	
Date of committee:	25th July 2018
Site address:	26-30, Aldenham Road
Reference Number:	18/00362/FULM
Description of Development:	Demolish the existing commercial units and erect a 3-storey building for 10 residential flats to replace the existing commercial units at the site. The application site also provides 9 car parking spaces at ground floor level adjacent to the site, which are accessed from Aldenham Road, cycle spaces and refuse stores for the flats.
Applicant:	Linden Hill - Capital Homes - ESA Ltd
Date Received:	19th March 2018
13 week date (major):	18th June 2018
Ward:	Oxhey

1.0 SITE AND SURROUNDINGS

- 1.1 The site is located on the north-western side of Aldenham Road, between the junctions with Chalk Hill to the north-east and Pinner Road to the south-west. It has an area of 0.67 hectare and contains an unusual arrangement of single and two storey commercial buildings sited along the south-west, north-west and north-east boundaries. The south-east frontage is largely open to the highway as is the central part of the site. This open central area gives access to all the buildings as well as providing parking and servicing facilities for the buildings. The buildings are currently occupied by The Tile Depot and Harp Windows. The site falls within the local shopping frontage on Chalk Hill and Aldenham Road.
- 1.2 Adjoining the site to the north-east is a small terrace of two storey, Victorian buildings in commercial use (although 2 are currently vacant). To the north-west, the site backs onto properties fronting Chalk Hill. Some of these (nos. 33 and 35) have commercial uses at ground floor with residential flats above. Others (nos. 29 and 31) are residential houses. To the south-west the site adjoins Brunel Court, a 3 storey building forming part of the recent development at Edinburgh Mews and Owen Square (the former JR Taggar site).
- 1.3 Opposite the site are 2 storey, Victorian houses which form the north-western limit of the recently declared Oxhey Conservation Area. Bushey Station is located 115m to the west of the site.

2.0 PROPOSED DEVELOPMENT

- 2.1 The proposal involves the demolition of the existing commercial buildings on the site and the erection of a new, 3 storey building comprising 10 residential flats (all 2 bedroom). Nine car parking spaces are also provided at ground floor level at the south-west end of the site, with access from Aldenham Road. A refuse store and cycle store are also provided for the flats.
- 2.2 The scheme is based upon and is very similar in scale and design to the two previously approved schemes for 8 and 9 residential units respectively, both with a retail unit at ground floor (see Planning History below), but with the ground floor retail unit replaced by 2 flats. The current proposal provides 2 flats at ground floor, 4 flats at first floor and 4 flats at second floor, with the upper floor flats served by 2 stair cores. The ground floor flats have direct access from the highway.

3.0 RELEVANT PLANNING HISTORY

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

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

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

15/00948/FUL – Planning permission granted in October 2015 for the demolition of existing Tile Depot and Harp Windows showroom buildings and redevelopment to provide a new mixed use development providing 8 residential units and one ground floor retail space of 251sqm.

17/00557/FULM – Planning permission granted in June 2017 for the demolition of existing Tile Depot and Harp Windows showroom buildings and redevelopment to provide a new mixed use development providing 9 residential units at first and second floor and ground floor retail space of 267sqm.

4.0 PLANNING POLICIES

Development plan

- 4.1 In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:
- (a) *Watford Local Plan Core Strategy 2006-31;*
 - (b) the continuing “saved” policies of the *Watford District Plan 2000;*
 - (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026;* and
 - (d) the *Hertfordshire Minerals Local Plan Review 2002-2016.*

4.2 Supplementary Planning Documents

The following Supplementary Planning Documents are relevant to the determination of this application, and must be taken into account as a material planning consideration.

Residential Design Guide
Watford Character of Area Study

5.0 CONSULTATIONS

5.1 Neighbour consultations

Letters of notification were sent to 80 properties surrounding the site in Chalk Hill and Aldenham Road and to all those who commented on the previous applications under refs. 15/00948/FUL and 17/00557/FUL.

5.2 Two letters of objection have been received. The points that have been raised are summarised and considered in the table below.

Representations	Officer's response
Inadequate parking.	The site is in a highly sustainable location, a short distance from Bushey Station and numerous bus routes that serve the station.
Overspill parking will occur on roads in Oxhey village.	There is potential for additional on-street car parking to occur on surrounding roads. However, as only 1 flat has no car parking space, this is likely to be insignificant.
Increased traffic and congestion on roads.	Due to the small number of flats involved, any additional traffic generated will be insignificant in the context of existing traffic flows.
Increased traffic will make air pollution worse.	Air pollution has been considered as part of the 2 previous applications, having regard to the fact that the site is within an air quality management area. See Section 6.4 of the report.
Will the scheme have affordable housing for locals?	The proposal does not include any affordable housing provision. See Section 6.5 of the report.
Additional burden on public transport services.	The potential increase in patronage from future residents will be insignificant in comparison to existing use. Notwithstanding levels of existing use, sustainable modes of travel are to be encouraged.
Bin collection from Aldenham Road will cause disruption to traffic flows.	Any servicing vehicles will be present only for a short period of time. Servicing is permitted on this section of road and the

	Highway Authority has raised no objection.
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5.3 **Statutory publicity**

One site notice was placed outside the site on 6th April 2018. A public notice was also published in the Watford Observer on 6th April 2018. The overall expiry date for these notices was 27th April 2018.

5.4 **Technical consultations**

The following responses have been received from technical consultees:

5.4.1 Hertfordshire County Council (Highway Authority)

Raise no objection to the application subject to the imposition of suggested conditions.

5.4.2 Hertfordshire County Council (Lead Local Flood Authority)

Has raised no objection to the proposed surface water drainage scheme subject to this being secured by appropriate conditions.

5.4.3 Thames Water

No objection with regard to sewerage infrastructure capacity. Advise that surface water should be attenuated before being discharged into the public sewer.

5.4.4 Environmental Health

The previous applications in 2015 and 2017 were the subject of extensive discussions with Environmental Health regarding potential land contamination, road traffic noise and air quality. As the context of the site and the local environmental circumstances have not changed since these applications were considered, it is proposed that the same conditions relating to these matters be imposed on any new planning permission as were imposed on the previous planning permissions.

6.0 **APPRAISAL**

6.1 **Main issues**

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

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

6.2 (a) Principle of the development and proposed uses

- 6.2.1 The site is in close proximity to Bushey Station with good access to passenger transport and is also within the local shopping parade on Chalk Hill/Aldenham Road. Its location close to the station supports in principle higher density development with a focus on sustainable transport. Within the local shopping parade, there is no objection in principle to residential uses above appropriate ground floor commercial uses. In the case of the current application, however, the previously proposed retail unit will not be provided, being replaced by the proposed 2 ground floor flats. As such, the proposal does not accord with the policies of the Core Strategy in this respect.
- 6.2.2 The two existing commercial uses will be lost from the site and no replacement floorspace will now be provided. In respect of the loss of the existing floorspace, the Council's policies do not seek to protect specific occupiers and neither of the occupiers, the Tile Depot (now relocated) and Harp Windows, specifically need to be located within a local shopping parade or close to the station. They do not provide local day-to-day convenience goods and do not supply products that rely on passing trade. There is, therefore, no objection to the loss of these particular occupiers.
- 6.2.3 In respect of the lack of replacement retail floorspace provision, this is not considered to be harmful to the functioning of the local shopping parade. The existing/previous uses that occupied the site for many years have not provided any day-to-day convenience services to local residents or commuters. Furthermore, a small convenience store and a pharmacy are located opposite the station within the Attenborough Court development, in close proximity to the site. Despite its location close to the station, the shopping parade provides limited other day-to-day services, principally in the form of the 2 public houses on Aldenham Road and a number of take-aways on Chalk Hill. Most of the other uses are more specialist in nature (musical instruments, car parts, tattoo parlour, etc.).
- 6.2.4 Overall, therefore, the principle of the loss of the existing retail floorspace and its replacement with a solely residential development is considered to be acceptable in this case.
- 6.3 (b) Scale, design and impact on the character and appearance of the area
- 6.3.1 The surrounding area is characterised by two and three storey buildings with some larger elements on the adjoining Owen Square/Edinburgh Mews development to the south-west. This development, completed a few years ago, is largely 3 storey but includes 4 and 5 storey buildings where levels change across the site. Three storey buildings are also found on Ye Corner to the north-east at the junction of Chalk Hill and Aldenham Road. The buildings adjoining the site to the rear on Chalk Hill, to the north-east and opposite on Aldenham Road are all two storey. In this context, the redevelopment of the site with a 3 storey building remains appropriate and acceptable. It will complement the scale of

existing buildings and will sit comfortably within the streetscene.

- 6.3.2 The existing site contributes little to the streetscene with the frontage to Aldenham Road largely open and the buildings sited around the boundaries of the site. Only the building at the north-eastern end of the frontage, occupied by Harp Windows, provides a meaningful frontage to the highway. The central open part of the site, used for parking and deliveries, has an area of approximately 250m² and comprises concrete hardstanding, and has a significant negative impact on the streetscene. It is also unsightly when viewed from the conservation area opposite.
- 6.3.3 The proposed three storey building is very similar in scale and design to the previously approved buildings and remains appropriate in scale for this road, presenting a strong frontage to Aldenham Road comprising 5 symmetrical pitched roofs (as previously approved). The building continues the existing building line on this side of the road and 'fills in' the large gap in the streetscene formed by the existing development. The design also gives the building a distinct vertical rhythm which reflects the vertical rhythm of surrounding Victorian buildings. This is an approach that was used successfully on the adjoining Attenborough Court development.
- 6.3.4 Overall, it is considered that the proposal will make a positive contribution to the streetscene and surrounding area and will enhance the setting of the conservation area opposite the site.

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

- 6.4.1 The ground floor comprises 2 no. 2 bed flats and each of the first and second floors comprise 4 no. 2 bed flats. Following the principles established with the previous schemes, all of the flats are dual aspect with the main living rooms facing Aldenham Road and the majority of the bedrooms (with the exception of 2 bedrooms) facing to the rear. All of the flats meet or exceed the internal floorareas of the Residential Design Guide. Consequently, all of the flats will have good internal layout and good levels of outlook and natural light. The 2 ground floor units will also benefit from private garden areas of 40m² and 42m² respectively.
- 6.4.2 With regard to privacy, the rear bedroom windows do not achieve a minimum facing distance of 27.5m to the rear facing bedroom windows in the properties fronting Chalk Hill. In order to prevent overlooking and loss of privacy between the existing and proposed dwellings, the development incorporates angled windows and privacy screens which are considered sufficient to give good levels of privacy to the proposed flats. This is discussed in more detail below.
- 6.4.3 Aldenham Road is a very busy, A Class route into Watford and carries high levels of traffic throughout the day. Consequently, the site experiences significant

levels of road traffic noise and air pollution. An updated noise impact assessment has been submitted with the application. Recorded ambient noise levels at the boundary of the site with Aldenham Road were 68LAeq (equivalent A-weighted continuous sound level) during the daytime ((07:00-23:00 hours) and 62LAeq during the night-time (23:00-07:00 hours). The recommended maximum levels for internal rooms, as set out in BS8233:2014, are as follows:

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

- 6.4.4 Mitigation measures are proposed to achieve these internal noise levels comprising enhanced double glazed windows on the front elevation. These can be secured by condition. These measures are considered acceptable by Environmental Health. Environmental Health have also requested mechanical ventilation to the rooms with this enhanced glazing, to allow the rooms to be adequately ventilated (both background ventilation and rapid ventilation for cooling and odour removal) without the need to open the windows.
- 6.4.5 With regard to air quality and the impact this may have on future occupiers, an air quality assessment was submitted with the previous application. This remains relevant to the current application. This assessment was based on current legislation and guidance and the Council's air quality monitoring figures from its two monitoring stations on Chalk Hill (adjoining Bushey Arches) and Aldenham Road (outside The Railway Arms public house). These stations monitor air pollution from road traffic. The methodology was agreed with Environmental Health in advance of the assessment being prepared. The Council's monitoring figures show that the annual mean nitrogen dioxide concentrations of 49µg/m² on Aldenham Road exceed the national objective threshold concentrations of 40µg/m². As such, the assessment proposed mitigation measures to protect the future occupiers from these elevated concentrations. The proposed mitigation measures were that the windows on the front elevation of the building facing Aldenham Road are non-opening and the flats are built with a mechanical ventilation system that will allow them to be adequately ventilated (both background ventilation and rapid ventilation for cooling and odour removal) without the need to open windows. These mitigation measures are similar to those required to mitigate noise and have been agreed by Environmental Health. A single system can be used to mitigate both noise and air quality impacts and can be secured by condition.
- 6.5 (d) Affordable housing
The previous schemes for 8 and 9 units respectively did not require the provision of affordable housing, as the threshold in Policy HS3 of the Core Strategy is 10

units or more. As the current proposal is for 10 units, Policy HS3 applies and would require 3 or 4 of the units to be affordable. Alternatively, if a commuted sum were to be considered appropriate in this case, the sum sought based upon the Council's adopted *Commuted Sums for the Provision of Affordable Housing SPD* would be £584,892.

- 6.5.1 In this case, the applicant is not proposing any provision for affordable housing either on-site or in the form of a commuted sum. They have cited the guidance in the Government's Planning Practice Guidance (PPG) which states:

There are specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which give legal effect to the policy set out in the written ministerial statement of 28 November 2014 and should be taken into account.

These circumstances are that;

- contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1,000 square metres (gross internal area).*

- 6.5.2 It is important to note that the relevance of the 2016 High Court decision is that the Minister's written ministerial statement is a relevant material consideration (as opposed to being unlawful) and therefore has to be taken into account in determining planning applications. However, the Council's position has always been that it is one of many considerations that have to be considered and doesn't override local policy or necessarily have greater weight than local policy. Whilst Policy HS3 may predate the written ministerial statement and updated PPG advice, the need for affordable housing has become significantly greater during this time. As such, your officers are minded to not accept the argument that the small sites exception should apply.

- 6.5.3 To date, the Council has not refused a planning application for this reason and, consequently, the Council's position has not been challenged on appeal. In support of their case, the applicant has submitted 3 appeal decisions from Hertsmere Borough where planning permission was refused for not providing affordable housing on small sites and the council's refusal has not been supported by appeal Inspectors. The appeal decisions cited are from December 2016, May 2017 and July 2017 (all post-dating the High Court decision) and are the decisions of 3 separate Inspectors. In each case, the Inspector has noted the significant need for affordable housing in the borough and has had regard to the council's adopted affordable housing policy and adopted Affordable Housing SPD. However, notwithstanding this identified need and policy support, they

have each concluded that the written ministerial statement and guidance in the PPG should be given significant weight and greater weight than the adopted policy and SPD.

6.5.4 In the absence of any appeal decisions in Watford, these appeal decisions are clearly relevant considerations for the application of Policy HS3. They clearly demonstrate the weight individual Inspectors are giving to the ministerial statement and PPG. Having regard to these appeal decisions, your officers do not consider a refusal of planning permission for the failure to provide affordable housing, contrary to Policy HS3, would be upheld on appeal in this case.

6.6 (e) Impacts on neighbouring properties

6.6.1 The proposed development is surrounded by a number of existing properties. The relationship of the current scheme to the surrounding properties is unchanged from the previous schemes, as are the potential impacts. These are discussed below.

6.6.2 i) Brunel Court

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

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

These properties comprise a short terrace of two storey houses opposite the site. They will face the proposed development at a distance of 15m across Aldenham Road. This relationship is very similar to that of the houses at 19-23a, Aldenham Road which face the three storey Brunel Court at a distance of 14m. These distances are typical of those found in urban areas and, as such, the proposed development will have no adverse impacts on these houses.

6.6.4 iii) 32-36, Aldenham Road

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

6.6.5 iv) 33-35, Chalk Hill

These properties are two storey and face Chalk Hill. They comprise ground floor commercial use, occupied as a double unit by Thwaites classical stringed instruments, with single storey rear extensions on both properties extending to the rear boundary of the site. At first floor level, each property contains 3 self-

contained flats with the main habitable room windows facing Chalk Hill. Bedroom windows appear to be located to the rear at first floor level. Both properties have a dormer window in the rear roofslope indicating a bedroom at this level also.

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

6.6.7 In terms of privacy, the proposed development incorporates angled windows to the 2 windows at first and second floor level that could give rise to overlooking and loss of privacy to the adjoining flats. These angled windows ensure no direct overlooking can occur. The rear elevation of the proposed building also incorporates rear balconies to some of the flats, sited further away from these properties. In order to prevent direct overlooking, various privacy screens have been incorporated. These will also prevent direct overlooking from the windows.

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

6.6.9 v) 29-31, Chalk Hill

These properties are located further down Chalk Hill and comprise two terraced houses. They abut the rear boundary of the application site at its south-western corner. This boundary is marked by an existing 4.5m high wall which forms part of the rear elevation of the existing buildings on the application site. This wall is covered in ivy on the elevation facing the gardens of these properties and provides significant screening and privacy to the gardens. In the previous scheme, it was agreed that this wall would be retained to maintain the privacy to the existing gardens afforded by this wall and the existing tree (which could potentially have been damaged by the removal of the wall). This wall is sufficient to provide privacy to the garden areas from the proposed development and no additional measures are proposed. This is considered acceptable.

6.7 (f) Traffic, highways and parking impacts

6.7.1 This section of Aldenham Road forms part of the Bushey Arches gyratory system, a one way system incorporating parts of Chalk Hill, Aldenham Road and Pinner Road. Traffic flows around this gyratory are high and congestion and queuing is often significant throughout the day. The existing open area within the site is used for parking and servicing associated with the existing commercial uses. Eight formal parking spaces are marked out on the site. The proposal will incorporate 9 car parking spaces for the 10 residential flats. The very similar

number of spaces coupled with the change in their use from commercial to residential is likely to generate fewer vehicle movements than the existing uses. In any event, any increase in vehicle movements would be negligible and insignificant in the context of existing traffic flows.

- 6.7.2 The existing units can be serviced from the open central area of the site. With all the parking spaces occupied, commercial vehicles are unlikely to be able to enter and leave the site in forward gear. Under the proposed development, no on-site servicing will be possible and all servicing will need to take place from the highway. At present, this section of Aldenham Road is subject to single yellow lines which allow servicing to take place on the highway. Given the level of servicing generated by the residential use is likely to be limited, the Highway Authority are satisfied with this arrangement.
- 6.7.3 The proposed 9 car parking spaces are below the Council's maximum standards contained in the Watford District Plan 2000. The maximum provision for the proposed development would be 15 spaces. The site is in a highly sustainable location, very close to Bushey Station (London Northwestern Railways and London Overground rail services) and the bus stops serving the station (9 routes, including the town centre, Watford Junction, Brent Cross and north London), with a convenience store and pharmacy located in the adjoining development and a newsagent at Bushey Station. As such, the level of parking provision is considered acceptable.
- 6.7.4 Despite the sustainable location of the site and the provision of on-site parking, there is a potential for some overspill car parking to take place on surrounding roads as there is no controlled parking zone on the residential roads to the south-east. These roads tend to be heavily parked during the day with residents and commuters' cars and during the evening with residents' cars. As local residents have rejected any controlled parking zone on these roads, there is no on-street parking control in place. However, as the overspill parking is only likely to occur from the 1 flat without car parking provision, the level of potential overspill parking will be limited. Combined with the sustainable location of the site, any additional impacts are not considered sufficient to merit a refusal of permission.

7.0 COMMUNITY INFRASTRUCTURE LEVY AND PLANNING OBLIGATION

7.1 Community Infrastructure Levy (CIL)

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

planning permission is granted. In this case, the CIL charge applicable to the proposed development is £120 sqm plus indexation.

7.2 S.106 planning obligation

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

8.0 CONCLUSION

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

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

8.3 Although the proposal is for 10 units, it does not provide any affordable housing provision as required by Policy HS3. However, regard has been given to 3 recent appeal decisions from Hertsmere Borough relating to small sites (10 or fewer units) where no affordable housing was provided. Given the conclusions of the 3 independent Inspectors that Government guidance on small sites in the Planning Practice Guidance should be given greater weight than any conflict with local policy, it is not considered that a refusal for the failure to provide affordable housing could be justified in this case.

9.0 HUMAN RIGHTS IMPLICATIONS

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

degree as to override the human rights of the applicant and therefore warrant refusal of planning permission.

10.0 RECOMMENDATION

That planning permission be granted subject to the following conditions:

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

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

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

17034 P 01.01
17034 P 01.02 C
17034 P 01.03 C

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

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

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

4. No demolition works shall commence until a detailed scheme to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- i) a preliminary risk assessment (PRA) which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources,

- pathways and receptors
 - potentially unacceptable risks arising from contamination at the site;
- ii) where the PRA in (i) above identifies the need for further investigation, a site investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site;
- iii) where a site investigation scheme referred to in (ii) above is required, the results of the site investigation and risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
- iv) where a remediation strategy referred to in (iii) above is required, a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

No changes to these components shall be undertaken without the written approval of the Local Planning Authority. All works shall be carried out in accordance with the approved details.

Reason: In the interests of the health of the future occupiers of the site and to prevent pollution of controlled waters (the site is within Source Protection Zone 2) in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

5. Where a remediation strategy has been approved pursuant to Condition 4, no construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To verify that all contamination has been successfully removed from site following all remediation works in the interests of the health of the future occupiers of the site and to prevent pollution of controlled waters (the site is within Source Protection Zone 2) in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

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

Reason: In the interests of the health of the future occupiers of the site and to prevent pollution of controlled waters (the site is within Source Protection Zone 2), in accordance with Policies SE24 and SE28 of the Watford District Plan 2000.

7. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Farrow Walsh Consulting Ltd, report number FW1562/CB/001-v1, version v1, dated May 2018:
 - i) Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 5 l/s during the 1 in 100 year event plus 40% of climate change event.
 - ii) Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event providing a minimum of 17 m³ (or such storage volume agreed with the LLFA) of total storage volume in underground tank.
 - iii) Discharge of surface water from the private drain into the Thames Water sewer network.

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

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

8. No construction works shall commence until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
 - i) Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs with updated final drainage layout.
 - ii) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

9. No construction works shall commence until details of the materials to be used for all the external finishes of the new building, including all external walls, roofs, doors, windows, balconies and privacy screens, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

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

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

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

11. No construction works shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings

on the ground, first and second floors of the premises has been submitted to and approved in writing by the Local Planning Authority. The system must be capable of providing background and rapid ventilation for cooling with the windows on the front elevation facing Aldenham Road being non-opening. The air delivered to the occupiers of the residential units through this system should have an annual mean nitrogen dioxide (NO₂) concentration of 40ug/m³ or less. The system must not compromise the sound insulation of the façades. Details of the siting of any air intake; extraction units; generators and other mechanical equipment serving this system that are likely to give rise to noise should be submitted, along with details of noise attenuation measures to be incorporated to ensure these units do not give rise to a noise nuisance. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

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

12. No construction works shall commence until a noise mitigation scheme for the proposed residential dwellings on the ground, first and second floors, based upon the recommendations of the Noise Exposure Assessment by Clement Acoustics dated 2nd March 2018 (Ref. 13333-NEA-01-RevA) has been submitted to and approved by the Local Planning Authority. The scheme shall include the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

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

13. No part of the development shall be occupied until the new vehicular crossover on Aldenham Road to serve the residential car parking, as shown in principle on drawing no. 17034 P 01.02 C, has been constructed in full and the existing vehicular crossover on Aldenham Road has been closed off and the adjacent footways and kerbs reinstated.

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

14. No part of the development shall be occupied until the 9 car parking spaces shown on the approved drawings (unless otherwise approved in writing by the Local Planning Authority) have been laid out and constructed in full. These spaces shall be retained at all times for the parking of cars of the residential occupiers only.

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

15. No part of the development shall be occupied until the bin store for the residential flats has been provided in accordance with approved drawing no. 17034 P 01.02 C (unless otherwise approved in writing by the Local Planning Authority). The store shall be retained at all times for bin storage only and shall not be used for any other purpose.

Reason: To ensure adequate facilities are provided for the occupiers of the site and in the interests of the visual appearance of the site and its impact on the street scene and character of the surrounding area, in accordance with Policies SD1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

16. No part of the development shall be occupied until the cycle store shown on approved drawing no. 17034 P 01.02 C, for a minimum of 10 cycles, has been provided in accordance with the approved drawings (unless otherwise approved in writing by the Local Planning Authority). The store shall be retained at all times for cycle storage only and shall not be used for any other purpose.

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

17. No flat shall be occupied until the privacy screens at first and second floor level on the rear balconies have been installed, as shown on the approved drawings. These screens shall accord with the details approved under Condition 9 of this permission.

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

18. The flat roofs, as shown on approved drawing no. 17034 P 01.02 C, shall not be accessible at any time to occupiers of the flats and shall not be used as terraces or amenity space.

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

Informatives

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

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

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

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

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

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

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

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

If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course. Failure to adhere to the Regulations and commencing work without notifying the Council

could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. All new developments granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on streetnamenumber@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.

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

Case Officer: Paul Baxter

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