

<b>Committee date</b>	3 <sup>rd</sup> October 2018
<b>Application reference</b>	18/00803/FULM
<b>Site address</b>	Nos. 45-69 And 73-89, Including former Watford Laundry Sydney Road
<b>Proposal</b>	Proposed redevelopment of the site to provide 227 residential units in buildings ranging from 3 to 11 storeys, with 160 car parking spaces (including car club and accessible provision); communal landscaped amenity areas, secure cycle parking and other associated development
<b>Applicant</b>	Fairview New Homes (Watford) Ltd
<b>Agent</b>	Fairview New Homes (Watford) Ltd
<b>Type of application</b>	Full planning permission: Major
<b>Reason for committee item</b>	Major Application
<b>Target decision date</b>	16 <sup>th</sup> October 2018 (Extended by mutual agreement)
<b>Statutory publicity</b>	Press advertisement and site notice with overall expiry of 23 August 2018.
<b>Case officer</b>	Alice Reade <a href="mailto:alice.reade@watford.gov.uk">alice.reade@watford.gov.uk</a>
<b>Ward</b>	Holywell

## 1. Recommendation

**Approve** subject to conditions and the completion of a section 106/Unilateral Undertaking, as set out in section 8 of this report.

## 2. Site and surroundings

- 2.1 The site of 1 hectare is positioned between Sydney Road to the north and railway line to the south. The site currently contains the former Watford Laundry building which is vacant and in disrepair. The site also includes 7 detached and demi detached houses on the south side of Sydney Road.
- 2.2 The site includes significant ground levels with land rising to the east and south east corner.
- 2.3 Adjacent to the east of the site are the industrial and commercial premises of Nos 1-43 Sydney Road. This has planning permission for residential development and has another pending application for further development. Opposite the site to the north are terrace properties of Sydney Road and the 'Wemco' site which is currently commercial/industrial however has planning permission for residential development with 4 storeys onto Sydney Road.
- 2.4 The remainder of Sydney Road is predominantly residential with two storey

terraces bordered by the site and two storey semi-detached houses on the opposite side of Sydney Road. The west end of Sydney Road includes 3 and 4 storey residential flats.

- 2.5 The site is within a predominantly residential area and is not within an allocated employment area. There are parking restrictions, including residential Controlled Parking Zone along the roads within the vicinity of the site. The site is not within a conservation area and there are no listed or locally listed buildings within or adjoining the site.

Further information is available in the appendices to the report and on our [website](#).

### **3. Summary of the proposal**

#### **3.1 Proposal**

The proposal is for the demolition of the existing commercial and residential buildings on site and the erection of a development as follows:

- i) Residential development within 8 apartment blocks of 3 to 11 storeys in height
- ii) To contain 227 apartments
- iii) Car parking for 160 cars
- iv) Associated landscaping works and other development.

- 3.2 The scheme was amended during the course of the application with:

- Removal of one of the two site vehicle entrances to replace with pedestrian entrance and landscaping
- Improvements to the public realm and ground level amenity space.

- 3.3 The scheme is presented with two options for affordable housing provision as set out and discussed in section 6.6 of the report.

#### **3.4 Conclusion**

In accordance with the residential designation of the area and as accepted under the approved application for residential development at adjacent commercial sites, the residential development is appropriate and welcomed. The employment uses on site are not suitable for retention due to the residential location of the site. The site is brownfield land, is close to the town centre, is not at risk of flooding and has good access to public transport and a wide range of services.

- 3.5 The development is successfully scaled to provide a modest and positive

frontage onto Sydney Road whilst scaling up to the south of the site and south east corner of the site facing the railway and school fields beyond. The layout of the 8 blocks of the scheme creates a well designed and successful site for new homes.

- 3.6 The development is fully compliant with policy in respect of its principle, the relationship with neighbours and the quality of accommodation.
- 3.7 The development has been subject to a viability assessment. The review by Councils consultants has confirmed that the affordable housing provision offered under two options is reasonable to what the development can provide. Option B as detailed in section 6.6 of the report is the preferred option to provide 19No. social and affordable rented units.
- 3.8 The development offers high quality design that will enhance the current poor appearance of the site and its frontage onto Sydney Road. The development will represent a change to surrounding properties however, as assessed in detail, this would not constitute unreasonable harm to light, outlook or privacy of neighbours. The scheme will create high quality, sustainable homes and offer affordable housing provision.

#### **4. Relevant policies**

Members' attention is drawn to the list of background papers attached to the agenda.

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

Pre-application advice and discussions have been held in relation to residential development on the site (Ref 17/00975/PREAPP). This advised that the principle of residential development was supported. The scaling and design on site was broadly supported subject to detailed assessment.

#### **6. Main considerations**

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

- (a) Principle of the change of use of the site.
- (b) Scale and design.
- (c) Quality of residential accommodation.
- (d) Housing mix
- (e) Affordable housing provision.
- (f) Impacts on surrounding properties.

- (g) Transport, access and servicing.
- (h) Car and cycle parking.
- (i) Environmental considerations
- (j) Potential future development

## 6.2 (a) Principle of the change of use of the site.

6.2.1 The site is not designated for employment uses and the loss of the aging, poor quality commercial space would not be harmful to the commercial needs of the town. It is further noted that commercial redevelopment of the site, with potential for increased industrial activity and HGVs, is likely to be problematic in the residential context and served by the surrounding roads. Retention of the site for commercial uses is therefore not considered to be appropriate.

6.2.2 The site is within a predominantly residential location and offers an opportunity for brownfield residential development pursuant to housing delivery required by the NPPF and also meeting housing needs pursuant to Priority 1 of the Corporate Plan for Watford Borough Council and the Core Strategy.

6.2.3 Policy HS1 of the Core Strategy lists the criteria that will be taken into account in assessing the suitability of sites for residential use. In this case, the site is brownfield land, is close to the town centre, is not at risk of flooding and has good access to public transport and a wide range of services. Furthermore, the site has no heritage significance or biodiversity or landscape value. The residential development of the site would therefore be in keeping with the residential nature of the area. The principle of residential provision is therefore supported. This principle for residential development is also supported by the recent grant of planning permission for residential development of 135 dwellings at the adjacent site (Ref 17/01591/FULM).

6.2.4 It is noted that the development involves the loss of 7 houses on the site. This loss is however far outweighed by the net gain of dwellings for the overall site.

## 6.3 (b) Scale and design

6.3.1 The proposed development successfully responds to the constraints and opportunities of the site. The scale of the buildings, up to 11 storeys, will represent a significant intensification in scale at the site however the siting and design is of high quality and is supported.

6.3.2 Blocks A, C, E and G front Sydney Road. The height of these, at 3 and 4 storeys with flat roof responds appropriately to the 2 storey pitched roof context.

Where Blocks E and G step up to 4 storeys, this responds to the 4 storey height of the Wemco development opposite. Owing to the ground level changes at the site, the 4 storey blocks of Block G and E at the west of the site will sit approximately level with the 3 storeys of blocks C and A at the east which are on higher ground level.

- 6.3.3 The 3 storey height of Block A will sit comfortably with the 3 storey block of the approved and pending schemes at the adjacent site. There are significant ground level changes between these sites however the 3 storey height and gap between the front blocks will allow for this to be a comfortable transition.
- 6.3.4 These front blocks of the development would also have an appropriate relationship with the adjacent semi detached houses at Nos 91/93. The development would sit forward of these adjacent houses however this follows the same building line of existing buildings on the site to be replaced, and indeed sits back from the existing front building line of Laundry building. Block G also includes a step back to be level with No91 to create a comfortable transition.
- 6.3.5 The 4 front blocks are appropriately spaced with each other and the adjacent site. Gaps between the blocks and between block A and the eastern boundary to ensure that the development is not cramped on the streetscene and a rhythm is created between the two developments.
- 6.3.6 Behind each of the 4 front blocks are 4 rear blocks. These step from 7 storeys at Block H to part 11 storeys of Blocks D and B in the south east corner of the site. The stepping up of the heights is successful within the site and context. The development of the site would not exceed a 25 degree line taken from the ground floor windows of the properties on the opposite side of Sydney Road. These taller buildings are also away from the main Sydney Road streetscene. This scaling therefore allows the development to maximise the opportunity of the more open southern end of the site whilst being largely hidden from the main Sydney Road frontage.
- 6.3.7 As such, as read in the streetscene of Sydney Road, this height would not be dominant or incongruous and indeed would reflect the 3 and 4 storey development at the west end of Sydney Road, the 4 storey height of the Wemco site opposite and 3 storey height of the adjacent scheme.
- 6.3.8 The width and contemporary design of the development will be in contrast to the terraced houses of Sydney Road however the frontage will continue the residential pattern of Sydney Road and will be a significant enhancement to the streetscene from the existing site. The frontage of the four front blocks

will include small front gardens and entrances to the main blocks and also private entrances to ground floor units. It is disappointing that the development has not created duplexes on the Sydney Road elevation however the pattern of entrances will respond to the character of frontages in the streetscene and creates activity and active frontages on the Sydney Road frontage.

- 6.3.9 The overall design approach of the building is contemporary but wholly appropriate for the site and context. The robust design and materiality are reminiscent of an industrial vernacular and an appropriate response to the industrial history of the site.
- 6.3.10 Within the development, a good built environment design is created. The central space of the development between the two sets of 4 blocks has the opportunity to create a new 'street' within the development. Although this is largely utilised by car parking, this has been minimised with the provision of a part undercroft parking area utilising the ground level changes. The area is also well broken with landscaping and opens well into the pockets of amenity areas between the buildings, meaning that subject to high quality surface detailing, has the potential to be a successful 'Home zone'
- 6.3.11 The development represents high quality and well thought out design. The development makes effective use of the site whilst paying appropriate respect to the context. The quality of design for future occupiers is good and the development is fully supported in design terms.
- 6.4 (c) Quality of residential accommodation
- 6.4.1 The proposal will provide 279 residential units, with 278 flats and one house. All will comply with the minimum floorspace of the nationally described space standard. All will have suitable levels of outlook, natural light and privacy.
- 6.4.2 Separation distances between windows of the residential units within and around the development will all exceed the minimum 22m required by section 7.3.16 of the RDG, meaning that all new flats would have good levels of privacy. A minimum distance of 11m is maintained to the east boundary (1-43 Sydney Road site) to ensure a minimum 22m gap can be maintained with development there.
- 6.4.3 The significant majority of flats would be dual aspect. There are no single aspect north facing units in the scheme.

6.4.4 High quality communal amenity areas have been incorporated into the development including around the buildings. These are laid out as useable, functional spaces with areas that will allow for good landscaping and good natural surveillance. Almost all of the flats would also have private terraces or balconies.

#### 6.5 (d) Housing mix

6.5.1 Policy HS2 of the Watford Local Plan seeks for an appropriate housing mix in new residential development and that this mix shall be based on local evidence to meet the needs of the community.

6.5.2 It is considered that this scale of development in this location should include a good mix of unit sizes to include family sized units and duplexes where possible. Small studio and 1 bed units which are more suited to town centre locations should be minimised in this location.

6.5.3 The applicant was unable to provide duplex units however during the course of the application the layout of Block B was amended to allow for an increased provision of 3 bed units in the affordable housing offer to include 11No. 3 bed 4 person units and 28No. 3 bed 5 person units.

6.5.4 With these units in addition to the 6No. 3bed market units, the development provides 20% 3 bed units. The site overall provides 21% 1 bed units and 59% 2 bed units. These proportions are supported in accordance with policy HS2 and would create a good mix of community for the site.

#### 6.6 (e) Affordable housing provision

6.6.1 Less the 7 units lost, the development proposes a net gain of 220 dwellings. Policy HS3 of the Watford Local Plan Core Strategy requires 35% provision of affordable housing in schemes of 10 or more units with a tenure mix of 20% Social rent, 65% Affordable rent and 15% shared ownership.

6.6.2 The development has failed to provide affordable housing provision that is compliant with or equivalent to the policy guidance and has been subject to a viability assessment which has been reviewed by the Councils consultants, BNP Paribas. There are two options for affordable housing provision. Both have been assessed as being of a maximum provision whilst allowing the development to be viable.

6.6.3 Option A proposes all 60 units in Block B to be affordable with 33 units to be affordable rent (upper ground to 4<sup>th</sup> floor) and 27 units of shared ownership (5<sup>th</sup> to 10<sup>th</sup> floor).

Units	1 bed	2 bed	3 bed	<b>Total</b>
Social Rent	0	0	0	<b>0</b>
Affordable Rent	5	8	20	<b>33</b>
Shared ownership	1	7	19	<b>27</b>
<b>Total</b>	<b>6</b>	<b>15</b>	<b>39</b>	<b>60</b>

*Figure 1: Option A Affordable housing split on tenure and unit size*

6.6.4 Option A provides affordable housing of 26.4% of the development based on unit number and 31% of the development based on habitable rooms. (NB Habitable rooms calculated as 1 bed = 2 hab rooms, 2 bed = 3 hab rooms and 3 bed = 4 hab rooms). Based on Habitable room provision, this is only 4% short of the 35% policy however with no social rent, Option B would fail to provide the most needed tenure of units and would fail to meet or better the tenure mix of policy HS3.

6.6.5 Following discussions with officers, Option B has been offered. At a similar cost to the Option A, Option B offers 19 units as affordable housing of which 8 will be social rent and 11 will be affordable rent. These will be in Block B (upper ground, 1<sup>st</sup> and 2<sup>nd</sup> floors) with the remaining 41 units of block B to be private with no shared ownership units in the development.

Units	1 bed	2 bed	3 bed	<b>Total</b>
Social Rent	0	0	8	<b>8</b>
Affordable Rent	3	4	4	<b>11</b>
Shared ownership	0	0	0	<b>0</b>
<b>Total</b>	<b>3</b>	<b>4</b>	<b>12</b>	<b>19</b>

*Figure 2: Option B Affordable housing split on tenure and unit size*

6.6.6 Option B provides 8.6% affordable housing based on unit number and 10.8% on habitable room provision. Both are significantly below the 35% policy. The 19 units of Option B is also substantially fewer than the 60 units offered under



option A however option B is provides social rented units and is preferred by officers to meet the most acute housing needs of the Borough.

## 6.7 (f) Impacts on surrounding properties

6.7.1 The relationship of the development with neighbours fully accords with policy and guidance. Specifically, all minimum distances are maintained and the development would not infringe the 25 degree line taken from the ground floor windows of the properties opposite the site. This is compliant with the 25 degree guidance of section 7.3.13 of the RDG. This compliance indicates that there would not be adverse impact to light and outlook of the neighbouring properties however a full assessment has been carried out in the sunlight and daylight report carried out in accordance with the BRE guidance 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE, 2011). This report considers the impact caused by the proposed development upon the daylight and sunlight currently received by the closest neighbouring properties. The assessment has been undertaken using measurable factors of the Vertical Sky Component (VSC), No-Sky Line Contour (NSC), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) tests set out within the aforementioned guidance.

### 6.7.2 *Nos 36-58 Sydney Road (evens) and the Wemco Site development*

The development is located opposite and to the south of these existing and proposed properties. The 25 degree line from the ground floor of these properties would not be infringed by the development. The impact as assessed in the sunlight and daylight report confirms no unreasonable loss of light.

### 6.7.3 *Nos 91/93 Sydney Road*

Block G would be positioned adjacent to the flank boundary of No91. Adjacent to No91, Block G would sit 0.8m forward of No91 and would project 1.6m beyond the rear of No 91. This relationship would not infringe the 45 degree lines taken on plan or elevation from the nearest windows of No91 or 93. Block G would not therefore result in unreasonable loss of light or outlook. The flank of Block G does not include clear glazed windows. The rear windows of Block G, looking down the garden of No91, are reasonable and as expected in a residential area and would not create unreasonable overlooking.

6.7.4 Block H is however positioned with clear glazed windows of its west elevation facing the boundary shared with No91. These would however be positioned 11.1m from the boundary so would comply with the minimum distance for windows to garden boundaries set as 11m in the RDG. It is also noted that the habitable room windows of the north elevation of Block H would be offset

from the rear of No91/93 and would be compliant with the privacy arc relationship of the RDG. As such, the development would not create unreasonable overlooking to this neighbour.

6.7.5 It is noted that the 7storey building of Block H would represent a significant change in the outlook from Nos 91 and 93, however as this is off set to their rear windows and is positioned 11.1m from the boundary, this is not considered to constitute as an overbearing impact to the house or garden at No91/93.

6.7.6 *General*

It is noted that the development will present as a notable change from the existing two and single storey buildings on site however the measurable factors of sunlight and daylight and assessment in accordance with BRE guidance determine that the development would not create unreasonable harm to neighbours.

6.7.7 It is considered that the development will create significant visual and environmental improvements for surrounding properties. The change of use of the site from poor quality industrial to residential and a small, modern, commercial unit will significantly reduce potential noise and disturbance from commercial activities which are not appropriate adjacent to homes. The loss of the poor quality commercial buildings will significantly improve the visual appearance of the site as seen from surrounding properties. The creation of improved boundary treatments and landscaping will further benefit existing properties.

6.8 (g) Transport, access and servicing

6.8.1 The site is located in an accessible and sustainable location. The location is highly suited for new development in accordance with policy T2 of the Location of New Development. All occupants would have convenient, legible and safe access into and within the site

6.8.2 The new vehicular access to the residential section of the site is supported. The layout will allow for turning within the site.

6.8.3 An appropriate level of on-site parking would be provided and a CPZ exemption would prevent on street parking.

6.8.4 A set out in the Transport Assessment, the proposed development will result in a small increase of net trip generation in the PM peak however a reduction through the AM peak and a reduction of HGV trips. The Transport assessment

has confirmed that any increases in net trip generation are within highway and junction capacity. As confirmed by Herts Highways authority, no negative impact on the highway is foreseen.

- 6.8.5 All Blocks include bin and bike storage rooms integrated in their ground floor layout. These would be accessible and appropriate for use. The bin storage is accessible for level collection and the site includes turning area for collection vehicles.
- 6.8.6 Hertfordshire Highways have identified that the public transport options for the road can be supported by bus stop improvements costing £16,000. The cost of this has been shared proportionally between this site and the adjacent development for 278 units (18/00842/FULM). The sustainable transport options of the development will be further supported by a Travel Plan and contributions to Hertfordshire Highways for the Travel Plan to be monitored.
- 6.9 (h) Car and cycle parking
  - 6.9.1 The development proposes 160 car spaces to serve the 227 residential units (70%). This proportion is similar to the 52% provision of the approved scheme at the adjacent site (17/01591/FULM) and is supported.
  - 6.9.2 The parking standards of the Watford District Plan 2000 set maximum parking requirements for new development. For the residential development proposed in allocated zone 4, the maximum car parking provision would be 362 spaces. The provision of 160 spaces is below that maximum and is compliant with policy.
  - 6.9.3 Given the accessible and sustainable location of the site the car-light residential development with low parking provision is supported to prevent increased traffic and congestion in the area. A s106 agreement will secure measures to restrict future occupiers from entitlement to park in the surrounding Controlled Parking Zone. The development would not therefore result in increased parking on the surrounding roads. The car light approach will also ensure that there are minimal vehicle movements to and from the site to prevent increased traffic movements on Sydney Road from the existing situation.
  - 6.9.4 The proposal also includes provision cycle pursuant to policy T10 and it is noted that the Ebury Way cycle route is easily accessible from the site.
  - 6.9.5 The development will also benefit from the provision of a car club. This is to be secured by S106 to ensure two spaces and a car club is sought for the site

for the use of residents of the development and residents in the vicinity of the development. As for the previous application, this is subject to a clause to release the obligation of the Car Club if it is not viable to a car club operator.

6.9.6 The application is accompanied by a Travel Plan which is supported by HCC. A monitoring fee of £6,000 is also sought to monitor the implementation of the approved Travel Plan.

6.10 (i) Environmental considerations

6.10.1 a) Environmental Impact Assessment

The development does not constitute a Schedule 2 or Schedule 3 development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and an EIA was not required for the proposed development.

6.10.2 b) Trees and landscaping

There are no individual trees on site which are considered to be worthy of long term retention and the loss of the trees on site is acceptable subject to replacement planting. Indeed the re-landscaping of the area will provide visual benefits with the improved frontage onto Sydney Road and new tree planting adjacent to neighbours. Full details of hard and soft landscaping are secured by condition. Particular care will be required in the choice of species and maturity of the trees for the site to ensure short and long term amenity.

6.10.3 c) Surface water drainage

The Lead Flood Authority (HCC) has raised no objections subject to condition to secure surface water drainage strategy.

6.10.4 d) Bats

Following the consultation response from Herts Ecology, a survey was submitted from suitably qualified Environmental Consultant and Herts Ecology have confirmed no ecological objection to the development.

6.11 (j) Potential future development

6.11.1 The current commercial site to the east of the site (Nos1-43 Sydney Road) has planned future development. There is an approved scheme of 135 at this site (17/01591/FULM) and a pending planning application for development of 278 flats and commercial unit (18/00803/FULM). The development proposed under this application has fairly and responsibly taken into account this adjacent site. For instance, key distances such as 11m minimum gap to the west boundary will allow for the appropriate 22m distance between the two

developments at this site.

6.11.2 A rhythm along the street is created through the access ways and gaps between blocks, this has been repeated between the front blocks of each development to allow for a regular rhythm to be continued between the sites. The schemes currently proposed differ in design detail and materials however the form of the developments is consistent to create a comprehensive new south side of Sydney road.

6.11.3 The transport assessment has assumed possible development and assessed cumulative impact. Within the sites, significant ground level changes have prevented a straight forward link between the two sites which would have been of positive design and permeability. Nonetheless, the two developments would not jar or create harm to one another.

6.11.4 The development would therefore be acceptable in relation to neighbouring sites and development, as well as in its own right and would not prejudice future development.

## 7. Consultation responses received

### 7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
HCC Lead Local Flood Authority	Surface Water Drainage scheme supported. No objection. Conditions recommended	Noted and conditions added.
HCC Highways	No objection subject to conditions and informatives. S106 for £6000 for travel plan monitoring and £16,000 for bus stop improvements.	The 3 conditions are duplication of information already provided and also duplication of other powers so are not reasonable, appropriate or enforceable as planning conditions.
HCC waste and minerals	Waste Matters are a material planning consideration.	Waste matters considered as part of the application.
HCC s106	Development is subject to CIL.	Noted.

Herts Ecology	Potential for Bats and a Preliminary Roost Assessment (PRA) must be carried out. Information regarding landscaping must be provided.	Preliminary Roost Assessment (PRA) submitted and no bat activity found. Landscaping details to be secured by condition.
Thames Water	No objection with regard to foul water sewage network capacity.	Noted
Environment Agency	No response	No specific EA concerns.
Crime Prevention	Insufficient parking may increase parking on surrounding roads. Recommendations for specifications made in accordance with Secured by Design.	CPZ exemption will prevent parking on surrounding roads. Specification recommendations passed on to applicant.
TFL	Close to proposed MLX line however there are no current active plans or powers to proceed with the MLX.	Noted. It is not considered that the development would undermine the MLX development if that were to come forward.
Network Rail	No response.	Not immediately adjacent to railway so NR comments not specifically required.
Herts Fire and rescue service	Fire hydrants to be secured by s106.	Noted and fire hydrants to be secured by s106..

## 7.2 Internal Consultees

<b>Name of Internal Consultee</b>	<b>Comment</b>	<b>Officer Response</b>
WBC Waste and Recycling	No response	There is bin storage with level access to the road and the site includes a turning area suitable for a refuse lorry. No foreseeable concerns.
WBC Planning Policy	Initial response raised concerns regarding housing mix, lack of 3 bed duplexes and raised some	Design improvements to the public realm and amenity areas have been incorporated. The

	improvement suggestions to design including amenity space and 'home zone' for the internal street.	development has increased its provision of 3bed units. Awaiting final policy comments.
WBC EH	No response	No response however on review of Noise Impact assessment, case officer recommends condition to secure noise attenuation measures for the flats.
WBC Contamination	No objection subject to conditions.	Conditions included.
WBC Housing	Larger units are welcomed. The affordable housing offer is below policy requirements on habitable room provision and tenure mix. Subject to viability, an offer should prioritise the provision	Housing officers have been involved in discussions
WBC Arboricultural Officer	It is a heavy loss of trees however no objection subject to seeing details of replacement tree sizes and species.	Detailed landscaping condition included.
WBC Economic Development	The loss of employment land is not welcomed as relocation of businesses may move jobs out of the Borough. A 'community investment plan' is requested.	There is no policy requirement for the retention of employment use on the site. It has not been designated as employment land as it is in close proximity to homes and on restricted roads and there is some conflict of use. The intended retention of Humphreys on site is indeed welcomed. The request for a 'community investment plan' has been passed to the applicant however there is no policy

		requirement for this.
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### 7.3 Representations received from interested parties

3 letters of objection were received

<b>Objection comment</b>	<b>Officer comments</b>
The height is out of keeping with the area.	The scaling up of the development to 11 storeys is considered to be acceptable. These tallest elements are set away from Sydney Road and would not appear incongruous in this streetscene. The height is also appropriate to the adjacent approved 10 storey scheme at the next door site.
Insufficient parking for the development	The development provides one car parking space for only some of the flats (70%). The location provides good access to town centre amenities and public transport and is highly suited for occupants without cars. The occupiers of the development will be exempt from entitlement to park in the surrounding roads subject to the Controlled Parking Zone. The site will also offer a car club. Car-light development is welcomed in this sustainable location to reduce car journeys in the area and prevent increased congestion in the area. The 70% provision is similar to the 52% at the previously approved scheme adjacent.
Cumulative impact of increased traffic with this and the other developments in Sydney Road.	The transport assessment has been undertaken to include all other approved and pending developments in the road and confirms the cumulative traffic would not have a detrimental impact to Sydney Road.
Development includes the loss of family sized houses which is not justified.	The loss of these 7 houses allows for the development to maximise the site by creating and the net gain of housing and affordable housing, to a suitable layout and design, is considered to outweigh the loss of these houses.



<p>Insufficient infrastructure (schools/healthcare etc.) to support this and other developments in Watford.</p>	<p>Watford Borough Council is responsible for granting planning permission for appropriate and sustainable development for new homes. WBC is not responsible for the provision of schools or healthcare which are Herts CC and NHS matters. Through the planning process, contributions towards infrastructure are collected from developers under the Community Infrastructure Levy.</p>
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## 8. Recommendation

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

### Section 106 Heads of Terms – Option A

- i) To secure all 60 units in Block B of the development to be Affordable Housing units comprising 33 no. Affordable rented units (5 no. 1B2P, 4 no. 2B3P, 4 no. 2B4P, 5no. 3B4P and 15 no. 3B5P) and 27 no. Shared Ownership units (1no. 1B2P, 6 no. 2B3P, 1 no. 2B4P, 6no. 3B4P and 13 no 3B5P);
- ii) To secure a review mechanism of the viability of the development to be undertaken towards the end of the project when actual build costs and sales values of the flats are known. This shall allow financial payment to be made towards affordable housing provision where the viability of the development can be shown to have improved to provide a financial surplus;
- iii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being issued to this site;
- iv) To secure a financial payment to Hertfordshire County Council of £6,000 for the long term monitoring of the proposed Travel Plan for the site;

- v) To secure the provision of fire hydrants to serve the site as required by Hertfordshire County Council;
  - vi) To secure a financial payment to Hertfordshire County Council of £7,200 towards the provision of a shelter at the nearest westbound bus stop and easy access kerbing at the nearest eastbound bus stop;
  - vii) To secure the operation of a Car Club from the land for use of residents of the development and residents in the vicinity of the development. To also secure the provision of two car parking spaces made available as Car Club Spaces. This is subject to a clause to release the obligation of the Car Club is not viable to a car club operator.
- B)** That, pursuant to a planning obligation under s.106 of the Town and Country Planning Act 1990 having been completed to secure the Heads of Terms of **Option B**, planning permission be granted subject to the conditions listed below:

#### **Section 106 Heads of Terms – Option B**

- i) To secure 19 units in Block B of the development to be Affordable Housing units comprising 11 no. Affordable rented units (3 no. 1B2P, 2no. 2B3P, 2no 2B4P, 1no. 3B 4P and 3no. 3B5P) and 8 no. Social rented units (2 no. 3B4P and 8 no. 3B5P);
- ii) To secure a review mechanism of the viability of the development to be undertaken towards the end of the project when actual build costs and sales values of the flats are known. This shall allow financial payment to be made towards affordable housing provision where the viability of the development can be shown to have improved to provide a financial surplus;
- iii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being issued to this site;
- iv) To secure a financial payment to Hertfordshire County Council of £6,000 for the long term monitoring of the proposed Travel Plan for the site;

- v) To secure the provision of fire hydrants to serve the site as required by Hertfordshire County Council;
- vi) To secure a financial payment to Hertfordshire County Council of £7,200 towards the provision of a shelter at the nearest westbound bus stop and easy access kerbing at the nearest eastbound bus stop;
- vii) To secure the operation of a Car Club from the land for use of residents of the development and residents in the vicinity of the development. To also secure the provision of two car parking spaces made available as Car Club Spaces. This is subject to a clause to release the obligation of the Car Club is not viable to a car club operator.

### **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:-

3134-D1000 Rev 00 Site Location Plan  
3134-D3099 Rev 02 Lower Ground Floor Plan  
3134-D3100 Rev 03 Upper Ground Floor Plan  
3134-D3101 Rev 01 First Floor Plan  
3134-D3102 Rev 01 Second Floor Plan  
3134-D3103 Rev 01 Third Floor Plan  
3134-D3104 Rev 01 Fourth Floor Plan  
3134-D3105 Rev 01 Fifth Floor Plan  
3134-D3106 Rev 01 Sixth Floor Plan  
3134-D3107 Rev 01 Seventh Floor Plan  
3134-D3108 Rev 01 Eighth Floor Plan  
3134-D3109 Rev 01 Ninth Floor Plan  
3134-D3110 Rev 01 Tenth Floor Plan  
3134-D3120 Rev 01 Roof Plan  
3134-D3700 Rev 00 Elevation AA and BB  
3134-D3701 Rev 01 Elevation CC and DD  
3134-D3702 Rev 00 Elevation EE and FF  
3134-D3703 Rev 00 Elevation GG and HH

3134-D3704 Rev 00 Elevation JJ and KK  
3134-D3705 Rev 01 Elevation LL and MM  
3134-D3850 Rev 00 Elevation Detail 01  
3134-D3851 Rev 00 Elevation Detail 02  
3134-D3852 Rev 00 Elevation Detail 03  
3134-D3853 Rev 00 Elevation Detail 04  
3134-D3854 Rev 00 Elevation Detail 05  
3134-D3855 Rev 00 Elevation Detail 06  
3134-D3856 Rev 00 Elevation Detail 07  
3134-D3857 Rev 00 Elevation Detail 08  
3134-D3858 Rev 00 Elevation Detail 09  
3134-D3500 Rev 01 Sections AA and BB  
3134-D3501 Rev 01 Sections CC and DD  
3134-D3502 Rev 01 Sections EE and FF  
3134-D3800 Rev 00 Aerial View 1  
3134-D3802 Rev 00 Aerial View 3  
3134-D3803 Rev 00 Aerial View 4  
3134-D3810 Rev 00 View 01

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

3. Other than demolition and site investigation works, no development shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
  1. 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. This should include details of sedum blankets for the roof areas.
  2. 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.

4. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Infrastructure Design Ltd (IDL), reference number IDL/868/DS/01, dated June 2018:

1. 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.
2. 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 409.4 m<sup>3</sup> (or such storage volume agreed with the LLFA) of storage volume in Tubosider Helibore feature and additional 96 m<sup>3</sup> and 106 m<sup>3</sup> (or such storage volume agreed with the LLFA) in permeable paving areas.
3. Discharge of surface water from the private drainage system into the Thames Water surface 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**

1. To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site.
  2. To reduce the risk of flooding to the proposed development and future occupants.
5. Following completion of measures identified in the approved remediation scheme (Remediation Strategy and Options Appraisal prepared by Card Geotechnics Limited (Document Ref: CG/28211A)) and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in

writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

7. No external facing materials shall be installed on any building of the development until full details and samples of all the materials to be used for the external surfaces of the buildings have been submitted to and approved in writing by the Local Planning Authority.

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

8. No part of the development shall be occupied until a detailed hard landscaping scheme for the site, including site boundary treatments, children's play area and external lighting has been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

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

9. No part of the development shall be occupied until a detailed soft landscaping scheme for the site, including details of an appropriate irrigation systems, and a landscape management and maintenance plan, has been submitted to and approved in writing by the Local Planning Authority. The detailed scheme shall be based upon the Landscape Proposals of the approved drawings. The approved soft landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

10. No part of the development shall be occupied until the modified access and egress arrangements from Sydney Road, as shown in principle on the approved drawings has been completed in full.

**Reason:** In the interests of the safe operation of the site and the surrounding highway, in accordance with saved Policies T21 and SE7 of the Watford District Plan 2000.

11. No dwelling within each block of the development shall be occupied until the bin and bicycle storage of that block has been provided for the use of residents, in accordance with the approved drawings. These facilities shall be retained at all times for the use of the residential occupiers of the dwellings.

**Reason:** To ensure that adequate facilities exist for the future occupiers of the dwellings, in accordance with saved Policies T10 and SE7 of the Watford District Plan 2000, Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and the Residential Design Guide 2016.

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

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

13. No dwelling shall be occupied until the details of car parking allocation have been submitted to and approved in writing by the Local Planning. The provision shall include an agreed allocation of on site residential car parking spaces for use by the affordable housing units. The car parking spaces shall remain available for use by the allocated residents, in accordance with the agreed allocations, unless otherwise agreed in writing by the Local Planning Authority

**Reason:** To ensure a suitable allocation of car parking spaces for the affordable housing provision.

14. All residential units shall achieve the recommended maximum internal noise levels under BS 8233 through the following provisions in accordance with the Noise Impact Assessment dated June 2018 Ref 18-4127 Rev B.

- Façade construction to achieve an Rw of at least 55dB
- Double glazed window units with a Sound Reduction Index (SRI) of at least 28 dB Rw
- Installation of acoustic trickle vents

**Reason:** To ensure residential occupiers do not experience noise and disturbance.

15. For the avoidance of doubt, no communications development permitted by Class B or Class C of Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 shall be undertaken on the building.

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

### **Informatives**

IN912 Hours of Construction

IN 913 Community Infrastructure Levy

IN914 S106 Agreement

IN909 Street Naming and Numbering

IN907 Consideration of the proposal in a positive and proactive manner

IN915 Highway Works – HCC agreement required