

Committee date	3 rd October 2018
Application reference	18/00842/FULM
Site address	Land To The Rear Of 1 - 43 Sydney Road & Plot Between 7 & 9 Sydney Road (Inc. Humphreys Plus)
Proposal	Erection of new B1C (Industrial) and B8 (storage and distribution) building and yard, and erection of two apartment buildings to provide No. 278 apartments with associated access, integral bin and cycle storage and amenity space following demolition of existing commercial buildings; and erection of 1No. 2 bedroom dwelling and associated works.
Applicant	Sydney Road Developments Limited And Humphreys Plus
Agent	Woolf Bond Planning
Type of application	Full planning permission: Major
Reason for committee item	Major application
Target decision date	08.10.2018
Statutory publicity	Press advertisement and site notice with overall expiry of 23 August 2018.
Case officer	Alice Reade alice.reamde@watford.gov.uk
Ward	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 0.95 hectares is positioned between Sydney Road to the north and railway line to the south. The site includes the site of previously approved permission for 135 dwellings (ref 17/01591/FULM) with the addition of land to the south and east which is currently occupied by Humphreys.
- 2.2 The site currently contains single storey industrial buildings of commercial use. Adjacent to the west of the site are the industrial premises of Watford Laundry. Residential properties back onto the site from Sydney Road, Hagden Lane and Tolpits Close to the north and east.
- 2.3 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.

- 2.4 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.
- 2.5 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 buildings including the Humphreys Plus units and the erection of a development as follows:

- i) Block A at the Sydney Road frontage, of between 3 and 10 storeys
- ii) Block B/C behind the existing terraces and up to the railway of between 5 and 10 storeys
- iii) To contain 278 apartments of which 79 are to be affordable housing
- iv) 1 no. two bedroom house (infill between Nos7 and 9);
- v) Associated landscaping works at ground level and at various rooftop levels;
- vi) Car parking for 145 cars (52%)
- vii) a new warehouse building of 714m² and yard off the existing Humphreys Plus access with 11 car spaces plus access/turning areas.

- 3.2 The scheme was amended during the course of the application with:
- Height, design and layout changes to Block B/C
 - Improvements to the public realm and ground level amenity space.

- 3.3 The proposed development has evolved from the previous approved scheme for 135 residential units (17/01591/FULM) to incorporate the additional land to the south and east obtained by the developer and has been subject to pre-application advice.

3.4 Conclusion

As previously accepted under the approved application for 135 apartments at this location, the residential development of the site in the residential location, is 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. Following the enlargement of the site with additional land to the south and east, the development is an enlarged iteration of the previously approved scheme for 135 flats. The new scheme is consistent with the layout, height, principles, parking provision and affordable housing proportion of the approved scheme. There are however further improvements to the design quality of the enlarged scheme which succeed in creating a well-designed and successful site for new homes. The addition of the commercial unit is welcomed to re-accommodate some business activity on site.

- 3.5 The increase scaling of the development has been successfully balanced to provide a modest and positive frontage onto Sydney Road whilst scaling up to the south of the site facing the railway and school fields beyond.
- 3.6 The development is fully compliant with policy in respect of its principle, the relationship with neighbours, the quality of accommodation and facilities provided and its provision of affordable housing.
- 3.7 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 an excellent offer of affordable housing provision.

4. Relevant policies

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

5. Relevant site history/background information

- 5.1 Conditional Planning Permission was granted for the northern section of the site, fronting Sydney Road, for 135 residential units in two blocks of between 3 and 10 storeys in height (Ref 17/01591/FULM). This included a policy equivalent provision of affordable housing:
 - 135 units plus house
 - 38 affordable housing units (35% of the development based on habitable rooms)
 - Tenure split with more social rented units than required by policy, offset by fewer affordable rent units and more shared ownership units. A unique

and welcome provision to meet the most acute housing needs of larger social rent units.

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 mixed use of the development is welcomed and fully supported by policy. 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.

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.

6.2.4 The inclusion of a modest commercial premises to keep some business and employment activity on the site is welcomed for economic reasons. This commercial premises would not create new or increased harm in the residential context.

6.3 (b) Scale and design

6.3.1 The proposed development follows the same successful design approach as the previously approved scheme and has been successfully designed to respond to the constraints and opportunities of the enlarged site. The original scheme for this application included elements up to 12 storeys with 291 units however this was amended by the applicant to retain a maximum building height of 10 storey, as previously approved. As also previously assessed, the scale of the buildings, 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 The maximum height of the scheme at 10 storeys is unchanged from the previously approved scheme. Block B/C has increased in part to 10 storeys to match Block A however this is comfortably accommodated within the increased depth and size of the site. The tall building approach remains suitable for the wider area and follows the height pattern of other development in the street block backing onto the rail way line running east-west behind Sydney Road and Whippendell Road. The Sun Printers site to the west of Sydney Road (now The Gateway) is a shallower site however includes buildings up to 7 storeys. To the west of this, the Ascot Road site has approval for buildings of 7 and 23 storeys again adjacent to the railway line. The height of the buildings stepping up to the railway line is therefore in keeping with the height pattern of development in this area whilst also ensuring there is lower height buildings fronting the Sydney Road streetscene.

6.3.3 Block A creates a strong and active frontage onto Sydney Road. The 3 storey flat roof height on Sydney Road responds to the height of the two storey houses adjacent and opposite. As read in the streetscene of Sydney Road, this height would not be dominant or incongruous and indeed would be lower than the 3 and 4 storey development at the west end of Sydney Road. The stepping up of Block A to the south of the site would again be largely hidden from the main Sydney Road frontage and would not appear excessive in scale or dominant in the Sydney Road streetscene.

6.3.4 Whilst the development is contemporary in approach, the frontage of Block A will continue the residential pattern of Sydney Road and will be a significant enhancement to the streetscene from the existing site. The frontage of Block A would be set behind that of the adjacent terraces avoiding any potential visual dominance. The low front boundary treatment, landscaping and creation of small front gardens to the two duplexes replicates the character of frontages in the streetscene and creates activity and active frontages on the Sydney Road frontage. The main entrance to Block A has been further articulated to mark this as varied from the duplex entrances and further aid easy legibility of the building.

- 6.3.5 Block A also includes generous spaces to each side with the entrance road, two paths and landscaping to its east side and a 4.5m gap to the west side boundary. The building will therefore not appear as cramped within the site width. Furthermore, the creation of gaps at this site can be continued in any future development at adjacent sites to create a rhythm between buildings.
- 6.3.6 As seen in the approved scheme, Block B/C is positioned to the east of Block A. Due to the substantial increase in the depth and area of the site, particularly at this eastern side, Block B/C has been enlarged in footprint and height and moved away from the Sydney Road properties to the north. Block B/C follows a similar height pattern as Block A with 5 storey buildings to the east boundary, stepping up to 8 storeys in the main with one element stepping further up to 10 storeys. Again this stepped approach ensures the 25 degree line to the two storey surrounding properties is maintained and the scaling of the building is appropriate.
- 6.3.7 The scaling up of Block B/C in early iterations had been of a massing considered to be excessive. This has been successfully amended with reduction in bulk, increasing steps in the building height and the use of material variations to articulate and 'break up' the building. The massing and bulk of Blocks A and B/C have been successfully linked with the creation of 3 core features on the south elevation.
- 6.3.8 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. The use of one brick creates a simple and unified appearance whilst the rusticated use of the same brick along the ground floor creates variation and interest. The grey uPVC windows and metal balconies continue the contemporary scheme.
- 6.3.9 As well as the physical appearance of the site, the arrangement and design of the development as a functioning 'place' had been given much thought and attention. With the increasing scale of the development it has been of acute need for there to be a high quality central area to create a positive place to live.
- 6.3.10 As in the previous development, both buildings will be of the same design approach and materiality meaning that they are tenure blind and there is no evident distinction of affordable units. The central area will also see good functionality and activity with good legibility as well good natural surveillance from windows and balconies within the development. The central area

includes surface car parking however this has been significantly broken up around the curve of the road and by the use of landscaping and will not dominate the space. The relocation of the turning area to within a recess of Block B/C allows for the surface level amenity area to be a larger comprehensive space which adjoins Block B/C.

6.3.11 Of significant merit within this enlarged scheme is the inclusion of duplex units at ground floor level with private accesses and private amenity areas facing within the site. This arrangement creates active frontage within the development and with these being family sized units, they enhance community balance and cohesion within the development which is of particular value in a development of this scale.

6.3.12 The inclusion of the commercial unit has been arranged well within the site. It will retain its independent access and will be well spaced away from the development. The use of brick on the elevations of the commercial building facing the residential sections will be of high quality

6.3.13 The infill development of the house between Nos7 and 9 is wholly appropriate. The building replicates the width, height and position of its Victorian neighbours however avoids a pastiche infill with the use of contemporary detailing and fenestration to the front and rear. This variation will create an interesting and honest contrast to the Victorian terraces whilst respecting the form, height and proportions of the neighbours.

6.3.14 The development represents high quality and well thought out design in all respects. 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 good levels of outlook, natural light and privacy. 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 Residential Design Guide (RDG), meaning that all new flats will have good levels of privacy. A minimum distance of 12m is maintained to the west boundary (Watford Laundry Site) to ensure a minimum 22m gap can be maintained with any development there.

6.4.2 The significant majority of flats will be dual aspect. Some single aspect north facing units are in the scheme. This is not preferred however to ensure the

development addresses the active areas of Sydney Road and within the development, this is difficult to avoid and on balance considered to be reasonable for the development overall.

- 6.4.3 During the course of the application, the layout of the buildings has been amended to improve light and outlook to flats on the internal corners of the building. Some of these had light and outlook restrictions by the internal corners and from projecting balconies of other flats. The layout has been amended to remove these relationships and ensure that all flats have suitable light and outlook. This is supported by the sunlight and daylight assessment.
 - 6.4.4 The relationship of the residential units with the proposed new commercial unit is good with separate access and physical separation with no unreasonable conflict of use foreseen.
 - 6.4.5 High quality communal amenity areas have been incorporated into the development including around the buildings, at first floor podium level between the two blocks and at various roof levels on each of Blocks A and B/C. 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 the 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 During the course of the application various design and layout changes have occurred. The layout now includes more ground floor 3 bed duplex units and provides 3bed units to total 47No. 3bed units and 12No. 4 bed units. The development therefore provides 21% 3/4 bed family units, 44% 2 beds and 35% 1bed or studio 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 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 Like the previous application, the development includes an excellent and welcome provision of affordable housing. The development offers a policy equivalent provision of affordable housing and this has not been reduced on the basis of viability. Furthermore, following detailed pre-application and application engagement between the applicant and officers, this building provides units of a size and tenure that meet the Borough's most urgent housing needs and is highly commendable on this basis.
- 6.6.3 The provision of 79 of 279 dwellings equates to 28% of the development in unit number. However, this is the result of the unit mix and tenure being amended to meet the Boroughs requirements for larger units and the fact that the applicant has taken on board the boroughs current housing need is welcomed. It is further noted that the affordable housing provision represents 35.5% of the development based on habitable rooms demonstrating that there is no overall shortfall in affordable housing provision.
- 6.6.4 This approach to ensure larger units in the affordable housing offer is strongly supported by officers and is unchanged from the approach of the approved permission for this site. Indeed, this application has a marginal increase in affordable housing provision from 35% to 35.5%, based on the habitable rooms calculation.
- 6.6.5 Similarly, the tenure mix of the affordable units does not meet the proportion requirements of policy HS3 however again, this is as requested by officers and is of positive benefit to the Council and the towns housing needs. The fewer affordable rented units and more shared ownership units within the scheme allow for a larger proportion of social rented units which are the most needed units. The proportional split of the tenures of the affordable units is equivalent to or better than the provision agreed for the previous application.
- 6.6.6 Of particular note is that 21 of the affordable units will be social rented. This is 26.6% of the affordable provision and more than the 20% policy requirement. Moreover, the social rented provision will include all of the larger units (12 x 4 bed 7person units and 9x 3 bed 5 person) which means that these will be genuinely affordable to the waiting families who need these homes.
- 6.6.7 The scheme offers an excellent and welcomed offer of affordable family units to meet the most acute needs of the Borough. The development offers the policy equivalent provision of affordable housing and this has not been reduced on the basis of viability. The development does not rely on a viability assessment. The positive and proactive approach of the applicant to engage

with officers to achieve this is commended.

6.7 (f) Impacts on surrounding properties

6.7.1 The site is enclosed to the north and east by residential properties. The east side of the site includes a new commercial unit (Use Class B1c and B8). This is of two storeys in height however would not include first floor windows which could create overlooking. The building is also sited further away from its boundaries with surrounding houses than the position of the existing commercial buildings. In addition, the existing access is unchanged however will now serve a reduced scale of commercial activity. It is therefore not considered that the building or its commercial use would create any new or increased harm or disturbance to neighbouring. As such, it is not considered that any hours of use conditions for the new commercial building are required

6.7.2 The relationship of the residential development with all neighbours fully accords with policy and guidance. Minimum back to back distances of 27.5m are met or exceeded. Both Block A and Block B/C have been sited and designed to maintain a 25 degree line taken from the centre of the ground floor windows of their nearest neighbours. 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 dated 7th September 2018 prepared by Robinsons Surveyors Limited 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. The specific impacts to the surrounding properties is considered as follows.

6.7.3 *Impact to Nos 1-27 Sydney Road (odds)*

The approved development included Block B to the rear of Nos 7-27 Sydney Road. For this enlarged site, Block B/C has been moved further from these properties and now includes a minimum back to back distance of 50.5m, far exceeding the 27.5m minimum distance. The height and bulk of Block B/C has increased however owing to the separation distances, it is not considered that would result in an overbearing impact to these properties.

6.7.4 The development would not infringe 25 degree lines taken from the Sydney Road properties and is supported by the sunlight and daylight assessment, the

development would not create harm to these properties.

6.7.5 The proposed house to infill the gap between Nos7 and 9 would have a relationship with the side neighbours fully compliant with the RDG. By creating a loft room with dormer, this building would not replicate the outriggers of the terraced neighbours and would not create loss of light or outlook to the rears of the neighbouring properties.

6.7.6 *Impact to Nos. 20-36 Sydney Road (evens)*

The relationship of the development with these properties is unchanged from the approved scheme. The 25 degree relationship of the ground floor windows of these properties to Block A is compliant with the RDG. Being 3 storeys high onto Sydney Road, this building would not be considered to present an overbearing impact to the homes of Nos.20-36. The maximum height of the building up to 10 storeys at the south is unchanged from the approved scheme.

6.7.7 The daylight and sunlight report does recognise that there will be some impact to the front windows of these properties. For all but two properties, the degree of change to all measurable factors is within BRE guidance and fully acceptable. The single bedrooms of Nos28 and 30 would experience a degree of change marginally beyond the BRE guidance limit however as this affects only one window and one room of the house, it is considered that this is not unreasonable or harmful to the overall living environment of these houses.

6.7.8 Block A would be immediately to the south of Nos20-36. The daylight and sunlight report shadowing models show that the minimum hours of sun per day to each property would comply with the BRE tests and guidance and it is considered that these homes would enjoy a good level of sunlight.

6.7.9 The front to front relationship of Block A to Nos20-36 is wholly acceptable and reasonable in a residential area and would not create harmful or unreasonable overlooking.

6.7.10 *Impact to 109-121 Hagden Lane (odds)*

The enlarged site now includes the land to the rear of 109-121 Hagden Lane. As discussed in section 6.7.1 of the report, the commercial development at the rear of these residential premises would create no new or increased harm to the amenities of the occupiers.

6.7.11 *Impact to 3, 4, 5 and 6 Tolpits Close*

Block B/C would be positioned to the rear of Nos 3, 4 and 5. The relationships are fully compliant with RDG guidance. A minimum distance of 27.5m is

maintained between the rear of the Tolpits Lane properties and the upper floor windows and balconies of the east elevation of Block B/C. By virtue of this distance it is not considered that the distance would result in loss of privacy to these properties.

6.7.12 The east elevation of Block B/C, facing the rear of Nos3, 4 and 5 is 5 storeys in height. Beyond this it increases to 10 storeys. This is a significant intensification of building on the site as seen from these properties. It is however noted that block B/C would not infringe 25 degree lines taken from the Tolpits Close properties and is as supported by the sunlight and daylight assessment. Due to the policy compliant relationships and the separation distance between the properties it is not considered that the development would create unreasonable loss of light, outlook or an overbearing impact to the houses.

6.7.13 It is further noted that there is an addition strip of land between the site and the rears of the Tolpits Close properties which contains mature trees. This adds some additional screening between Tolpits Close and the development. However as these trees are not subject to a TPO and as this land is outside of the application site, these trees cannot be secured or protected.

6.7.14 As discussed in section 6.7.5 and 6.7.10, the commercial development at the rear of residential premises would create no new or increased harm to the amenities of the neighbours.

6.7.15 *General*

It is noted that the development will present as a notable change from the existing 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.

6.7.16 In general terms, 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 with undercroft access to the car park will allow for turning within the site. The access to the commercial building is as existing and the layout allows for large vehicles to turn within the site.
- 6.8.3 The on-site parking provision for the residential and commercial developments is appropriate and a CPZ exemption would prevent additional on street parking. Therefore, as set out in the transport assessment, the proposed development will result in a reduced number of daily vehicle movements to the site from that seen in the existing commercial uses. No negative impact on the highway is foreseen.
- 6.8.4 Both Blocks A and B/C would include bin and bike storage rooms integrated in their ground floor layout. These would be accessible and appropriate for use. The bins storage is accessible for level collection and the site includes turning area for collection vehicles.
- 6.8.5 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 227 units (18/00803/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 145 car spaces to serve the 279 residential units (52%). This is the same proportion as the previously approved scheme and is supported. The commercial development includes 11 car parking spaces for the 714sqm commercial floorspace.
- 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 505 spaces. The provision of 145 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 cycle provision 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.

6.9.7 The provision of 11 car parking spaces for the commercial premises is within the maximum standards of the Watford District Plan 2000 for this building (Use Class B1(c) and B8) and is also considered to be sufficient to support the use.

6.10 (i) Environmental considerations

6.10.1 *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 *Trees and landscaping*

There are no 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 *Surface water drainage*

The Lead Flood Authority (HCC) has raised concerns regarding the provision proposed in the SUDs Strategy. It is envisaged that a suitable scheme is achievable in the development and HCC have provided suggested pre-commencement conditions. Approval is recommended subject to these pre-commencement conditions to secure satisfactory surface water drainage. This is the same approach as for the previous application.

6.10.4 *Bats*

Following the initial consultation response from Herts Ecology, a survey was submitted from suitably qualified Environmental Consultant which recorded no evidence of bats on the site.

6.11 Potential future development

6.11.1 The Laundry site to the west of the site has the potential for future development and there is a pending planning application for development of 227 flats there (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 Flood Authority	Initial objection. Further information provided and re-consultation made. Further objection made however pre-commencement condition suggested should the planning authority wish to use these.	This is the same situation as the original application for which pre-commencement conditions were applied to secure flood measures satisfactory to the Lead Local Flood Authority.
HCC Highways	Awaiting comments	Comments for this application were delayed and will be provided in update sheet. Based on comments for the previous development it is envisaged that the development will remain acceptable in highway terms subject to condition relating to visibility splays and S106 contributions towards Travel Plan. S106 contributions towards bus stops (as requested for the adjacent site) are proposed to be shared between the two sites and are included in the S106 heads of terms.
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
EA	No comments received.	No specific EA concerns.
Crime Prevention	Site boundaries should be secure. Insufficient parking may increase parking on surrounding roads. Recommendations for specifications made in accordance with Secured by Design.	Landscaping, boundary and lighting matters to be secured by condition. 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.
UK Power Networks	Advised that the development is within proximity to substation and noise/vibration matters may arise.	This is as assessed in the noise impact assessment submitted with the application. Measures of this report are secured by condition.
Herts Fire and rescue service	Fire hydrants to be secured by s106.	Noted and fire hydrants to be

		secured by s106.
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7.2 Internal Consultees

Name of Internal Consultee	Comment	Officer Response
WBC Waste and Recycling	Bin requirements detailed. Dropped kerb access to bins and turning area for collection vehicle are required.	All noted.
WBC Planning Policy	Initial response raised concerns regarding housing mix, lack of 3 bed duplexes, scale, design, layout, public realm and amenity space. Amendments have been undertaken to the development to seek address some of these points. However the 3/4 bed units provision has reduced and not all concerns have been addressed.	The development has addressed as many concerns as possible within the constraints of the site, its effective use and also with regard to the previous approved scheme. More 3 bed duplexes at ground floor with private gardens are included to provide high quality family homes within the development. The overall housing mix has reduced the 3/4 bed proportions however this has been to allow for significant reductions to the scale and bulk of the development and the overall housing mix proportions are supported. The public realm and amenity areas within the site have seen significant design improvements to support the

		increased scale and bulk.
WBC Environmental Health	No response	In accordance with the response for the EH previous application, a condition added for all windows to meet noise requirements as set out in the submitted noise assessment.
WBC Contamination	No objection subject to conditions.	Conditions included.
WBC Housing	The scheme is fully supported to allow for the provision of larger units. Provision of family units of social tenure are the most needed and active engagement has achieved this.	Noted and agreed.
WBC Arboricultural Officer	No objection subject to seeing details of replacement tree sizes and species.	Detailed landscaping condition included.
WBC Economic Development	The new Humphreys building is welcomed however the loss of other 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

5 letters of objection have been received.

Objection comment	Officer comments
It is supported that Block B is further away from Sydney Road properties however the increased height (up to 12 storeys on block B/C) will cause loss of light and outlook.	The relationship of the 12 storey development with the Sydney Road properties was acceptable. The 25 degree line was marginally infringed however with a minimum back to back distance of 50.5m and a detailed sunlight and daylight report, this was acceptable. The bulk and height of the building has however been amended during the course of the application down to 10 storey maximum and this is now fully compliant with the 25 degree line relationship.
The increase of heights from 7 to 10 storeys to heights of 12 to 13 storeys is out of keeping with the area.	As detailed in the report and decision of the previous application and in the report for this application (section 6.3.2) the maximum heights have been reduced during the application process from 12 storeys to 10 storeys. This is now no taller than the approved scheme.
Development is too dense for the area.	The development does significantly increase the density of the site from the existing buildings however this of an acceptable design and provides efficient use of the brownfield site for new homes in accordance with Council policy and Core objectives. The density of the development would not create unreasonable harm in any respect and is supported as sustainable development.
Insufficient parking for the development	The development provides one car parking space for only some of the flats (52%). 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

	<p>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 52% provision is the same as the previously approved scheme.</p>
<p>Sydney Road is narrow and cannot support additional traffic.</p>	<p>The existing industrial use of the site creates movement of cars and commercial vehicles to and from the site on the restricted Sydney Road. This is the existing situation and could be made significantly worse at any time with an intensification of use at the site. The transport assessment submitted shows that, with the car light nature of the predominant residential development, it will result in fewer vehicle movements to the site than existing. Furthermore, the main residential use of the site will avoid the regular use of Sydney Road by larger commercial vehicles such as HGVs. It is therefore considered that the development would have no detrimental impact to Sydney Road and would represent an improvement to the current use.</p>
<p>Cumulative impact of increased traffic with this and the other developments in Sydney Road.</p>	<p>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.</p>
<p>Increased noise and disturbance to neighbours from the occupants of the flats and their cars.</p>	<p>The proposed residential uses are wholly appropriate and suitable adjacent to existing residential uses in a residential area. This is principally acceptable and would not create unreasonable noise or disturbance to neighbours. Indeed, the predominant residential use of the site is likely to create less noise and disturbance to neighbours as could be created from the existing industrial use the site.</p>
<p>Building work, dust, dirt and traffic would be detrimental to local</p>	<p>This is not a reason for which any development can be refused.</p>

residents.	
Insufficient infrastructure (schools/healthcare etc.) to support this and other developments in Watford.	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.
Resident's objections are being ignored.	All representations are being considered carefully by planning officers and members of the Development Management Committee. It is however neither possible or appropriate to reject development which contributes positively to the needs of the borough and is compliant with local and national policy.

8. Recommendation

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

Section 106 Heads of Terms

- i) To secure 79 units in Block B/C of the development to be Affordable Housing units comprising 21 no. social rented units (12 no. 4B7P and 9 no. 3B5P), 19 no. Affordable Rented units (19 no. 3B5P) and 39 no. Shared Ownership units (4 no. 1B2P, 25 no. 2B3P and 10 no. 2B4P);
- ii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being issued to this site;
- iii) 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;

- iv) To secure the provision of fire hydrants to serve the site as required by Hertfordshire County Council;
- v) 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;
- vi) To secure a financial payment to Hertfordshire County Council of £8,800 towards the provision of a shelter at the nearest westbound bus stop and easy access kerbing at the nearest eastbound bus stop.

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:-

PL_11 Rev B Humphreys Plus Storage Units

PL_001 Location Plan

PL_002 Existing Site Plan

PL_003 Rev A Proposed Site Plan

PL_004 Rev A Proposed Ground Floor Plan

PL_005 Rev A Proposed Landscape Plan

PL-006 Rev A Site Elevation 01

PL-007 Rev A Site Elevation 02

PL-008 Rev A Site Section 01

PL-009 Rev A Site Section 02

PL-010 Rev A Site Section 03

PL-011 Rev A Site Section 04

PL-012 Rev A Site Section 05

PL-013 Rev A Block Plan Consented, existing buildings and containers overlay

PL_A_100 Rev A Block A Residential Area Schedule

PL_A_101 Rev B Block A Ground Floor Plan

PL_A_102 Rev B Block A First Floor Plan

PL_A_103 Rev B Block A Second Floor Plan

PL_A_104 Rev A Block A Third Floor Plan

PL_A_105 Rev A Block A Fourth Floor Plan
PL_A_106 Rev A Block A Fifth Floor Plan
PL_A_107 Rev A Block A Sixth Floor Plan
PL_A_108 Rev A Block A Seventh and Eight Floor Plan
PL_A_109 Rev A Block A Ninth and Tenth Floor Plan
PL_A_111 Rev A Block A North Elevation
PL_A_112 Rev A Block A South Elevation
PL_A_113 Rev A Block A East Elevation
PL_A_114 Rev A Block A West Elevation
PL_A_115 Rev A Block A Section 01
PL_B&C_100 Rev A Block B&C Residential Area Schedule
PL_B&C_101 Rev A Block B&C Ground Floor Plan
PL_B&C_102 Rev A Block B&C First Floor Plan
PL_B&C_103 Rev B Block B&C Second Floor Plan
PL_B&C_104 Rev A Block B&C Third Floor Plan
PL_B&C_105 Rev A Block B&C Fourth Floor Plan
PL_B&C_106 Rev B Block B&C Fifth Floor Plan
PL_B&C_107 Rev A Block B&C Sixth Floor Plan
PL_B&C_108 Rev A Block B&C Seventh Floor Plan
PL_B&C_109 Rev A Block B&C Eighth Floor Plan
PL_B&C_110 Rev A Block B&C Ninth and Tenth Floor Plan
PL_B&C_114 Rev A Block B&C South Elevation
PL_B&C_115 Rev A Block B&C East Elevation
PL_B&C_116 Rev A Block B&C West Elevation
PL_B&C_117 Rev A Block B&C Section 01
PL_B&C_118 Rev A Block B&C Section 02
PL_190 A Terrace Infill House

Appendix E 1 of 3 Rev D Refuse Vehicle Swept Path Residential
Design and Access Statement

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

3. Following completion of measures identified in the approved remediation scheme for the land within the curtilage of the commercial development (Remediation Strategy Report prepared by SLR Consulting Ltd, Document ref. 402.07391.00004) and prior to the first use or occupation of the commercial 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.

4. Following completion of measures identified in the approved remediation scheme for the land within the curtilage of the residential development (Remediation Strategy Report prepared by SLR Consulting Ltd, Document ref. 402.07391.00004) and prior to the occupation of any dwelling within 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.

5. 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.

6. No development approved by this planning permission shall take place until a detailed surface water drainage scheme has been submitted to, and approved in writing, by the local planning authority. The surface water drainage system

will be based on the submitted Flood Risk Assessment & Drainage Strategy, Version 1, SLR Ref:402.07391.00004, dated June 2018, produced by SLR and all supporting information. The details should include:

1. Specification of the agreed discharge rate with Thames Water and clarification for which return period.
2. Specification of the proposed discharge total rate for the site for the 1 in 1 year, 1 in 30 years, 1 in 100 years and 1 in 100 years + 40% for climate change allowance.
3. Specification of the proposed discharge rates for each of the proposed sites, that is, Blocks A & B, Warehouse and Terraced House.
4. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + 40% climate change event for the entire site.
5. Implementing the appropriate drainage strategy based on attenuation and discharge into Thames Water surface water sewer network using appropriate SuDS measures, like permeable pavement below ground crates as indicated on the drainage strategy.
6. Detailed engineered drawings of the proposed SuDS features and discharge control devices including their, location, size, volume, depth and any inlet and outlet features.
7. Detailed surface water calculations and modelling and respective attenuation volumes for all rainfall events up to and including the 1 in 100 year + climate change event supported by a clearly labelled drainage layout plan showing pipe networks.
8. Detailed design of the drainage scheme layout including detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding discharge and volume calculations/modelling. The plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
9. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.
10. The scheme shall be fully implemented and subsequently maintained, 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 storage of/disposal of surface water from the site.

2. To reduce the risk of flooding to the proposed development and future users.

7. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

8. No external facing materials shall be installed on any residential building of the development until full details and samples of all the materials to be used for the external surfaces of the residential 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.

9. No external facing materials shall be installed on the B1(c)/B8 commercial building of the development until full details and samples of all the materials to be used for the external surfaces of that building 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.

10. No dwelling within the development shall be occupied until a detailed hard landscaping scheme for the residential section of the site, including details of the roof gardens, hardstanding, 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.

11. No dwelling within the development shall be occupied until a detailed soft landscaping scheme for the residential section of site, including details of the roof gardens and 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.

12. No part of the B1(c)/B8 building of the development shall be occupied until a detailed hard landscaping scheme for the commercial section of the site, including details of hardstanding and site boundary treatments, have 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.

13. No dwelling within the development shall be occupied until the new 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.

14. Prior to the first residential occupation of the development hereby permitted, vehicular visibility splays measuring 25m x 2.4 metres minimum shall be provided to each side of the new access where it meets the highway of Sydney Road and such splays shall thereafter be maintained at all times free from any

obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

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.

15. No dwelling within the development shall be occupied until the bin and bicycle storage 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.

16. 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.

17. 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 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

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

18. Upon completion, a complete set of as built drawings for both site drainage and any exceedance flow route should be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include:
1. Provision of complete set of as built drawings for the site drainage and informal flooding arrangements shown on a plan.
 2. Details of any inspection and sign-off requirements for completed elements of the drainage system.

Reason

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future users.

19. Upon completion of the drainage works a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include maintenance and operational activities; arrangements for adoption

Reason

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future users.

20. All residential units shall achieve the recommended maximum internal noise levels under BS 8233 through the provision of a good quality window units with a Rw of at least 26 dB in accordance with the noise assessment dated November 2017 prepared by SLR (Ref 402.07391.00002).

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

21. The commercial premises shall be used only as for uses within B1C (Industrial) and B8 (storage and distribution) and shall be used for no other purpose unless otherwise approved in writing by the Local Planning Authority.

Reason: Other uses may not be suitable for the premises and would require consideration on their own merits.

22. 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

IN913 Community Infrastructure Levy Liability

IN914 Section 106 Undertaking

IN909 Street Naming and Numbering

IN907 Consideration of proposal in a positive and proactive manner

IN915 Highway Works – HCC agreement required