

Committee date	9th January 2019
Application reference	18/01339/FULM
Site address	765, St Albans Road
Proposal	Demolition of a showroom and offices and the construction of a building comprising 18 x 2 bedroom 4 person flats including provision for 6 affordable housing units
Applicant	Winreb Finance Limited
Agent	Architects Corporation Limited
Type of Application	Full planning application
Reason for Committee Item	Major application
Target decision date	17th January 2019
Statutory publicity	Site notice and public advert 26th October 2018
Case officer	Paul Baxter paul.baxter@watford.gov.uk
Ward	Stanborough

1. Recommendation

Approve subject to conditions as set out in section 8 of this report.

2. Site and surroundings

- 2.1 The site is located at the junction of St Albans Road and Sheepcot Lane and comprises a van sales business (Watford Vans). The site includes single storey ancillary and office buildings and a large canopy which derives from the site's former use as a petrol filling station. A large proportion of the site is given over to the display of vans for sale. Vehicular access is from St Albans Road.
- 2.2 The site adjoins semi-detached bungalows on Sheepcot Lane to the west and a 3 storey block of flats at Rochester Drive to the north. Opposite the site on St Albans Road are 3 storey blocks of flats and 2 storey houses. To the south-west is the open space of Stanborough Park.
- 2.3 Further information, including the site plan and drawings, is available in the appendices to the report and on the Council's [website](#).

3. Summary of the proposal

3.1 Proposal

To demolish the existing buildings and erect a part 4 storey, part 5 storey building comprising 18 two bedroom flats. The proposed building has roughly

an L-shaped footprint comprising 2 main elements fronting the respective road frontages joined by a stepped central element addressing the corner. The whole building is of a contemporary design with a flat roof. An amenity area is shown within the 'L' of the building to the rear.

3.2 The existing access junction to St Albans Road is to be retained and modified to give access to 18 car parking spaces. A bin and cycle store is also proposed within the parking area.

3.3 **Conclusion**

The proposed development is a reduction in the number of flats from 23 to 18 compared to the previously refused scheme. The proposal will provide a building of appropriate scale, massing and design on the prominent corner site and will provide good quality accommodation for future occupiers. It is considered that the reasons for refusal of the previous scheme have been overcome satisfactorily and the application is therefore recommended for approval.

4. **Relevant policies**

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

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

5.1 The following planning history is relevant to this application:

04/00108/COU – Conditional planning permission granted in September 2004 for a change of use from a garage/petrol forecourt to vehicle sales.

06/01084/FULM – Application for the demolition of the workshop offices and canopy and erection of 23 flats with 25 underground car parking spaces withdrawn in March 2007.

08/00381/FULM – Planning permission refused in July 2008 for the demolition of the showroom and offices and the erection of 18 flats with car parking. An appeal against this decision was dismissed in May 2009.

08/01136/FULM – Conditional planning permission granted in December 2008 for the demolition of the showroom and offices and erection of 16 flats with car parking.

16/01363/FULM – Application for demolition of showroom and offices and the erection of a part 3 storey, part 4 storey building comprising 23 flats with car parking. Withdrawn in December 2016.

17/00495/FULM – Application for demolition of showroom and offices and the erection of a part 3 storey, part 4 storey building comprising 23 flats with car parking. Application refused for 7 reasons:

1. *The proposal is not considered to be of high design quality, lacking appropriate fenestration and detailing, and appears very cramped within the site. As such, the proposal is considered out of keeping with the character and appearance of the area, contrary to paragraph 58 of the NPPF and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.*
2. *The layout of the site is cramped and poor with a visually dominant parking layout, lacking any soft landscaping, and an amenity area that is significantly inadequate in size and heavily overshadowed. As such, the proposal is out of keeping with the character and appearance of the area, contrary to paragraph 58 of the NPPF and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.*
3. *The proposed mix of unit sizes, with a predominance of small, 1 and 2 bed flats, is unacceptable in this suburban, out of centre location where family sized units should be provided. As such, the proposal is contrary to paragraph 50 of the NPPF and Policy HS2 of the Watford Local Plan Core Strategy 2006-31.*
4. *The level of amenity provided for future occupiers is poor, with a significant number of units experiencing inadequate levels of natural light, and the insufficient provision of useable amenity space. As such, the proposal is contrary to paragraph 17 of the NPPF, Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and the Watford Residential Design Guide 2016.*
5. *The proposal fails to provide affordable housing units to meet urgent housing needs within the Borough, contrary to paragraph 50 of the NPPF and Policy HS3 of the Watford Local Plan Core Strategy 2006-31.*
6. *The proposal will have an adverse impact on the flank windows of the adjoining property at 4, Sheepcot Lane, by reason of loss of outlook and natural light, due to the scale and siting of the western element of*

the proposed building. As such, the proposal is contrary to paragraph 17 of the NPPF and the Watford Residential Design Guide 2016.

7. *No sustainable surface water drainage scheme has been incorporated into the proposal to reduce the risk of flooding both in the present and in the future, contrary to paragraphs 99 and 103 of the NPPF and Policy SD2 of the Watford Local Plan Core Strategy 2006-31.*

An appeal against this decision was dismissed by letter dated 29th May 2018 with the inspector upholding the Council's reasons for refusal with the exception of reason 7 which he considered could be adequately dealt with by condition.

17/01516/FULM - Demolition of showroom and offices and the erection of a part 3 storey, part 4 storey building comprising 23 flats including provision for 8 affordable housing units with car parking. Application withdrawn.

6. Main considerations

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

- (a) Principle of development.
- (b) Character and appearance of the area.
- (c) Layout and design.
- (d) Housing mix and affordable housing.
- (e) Quality of accommodation for future occupiers.
- (f) Impacts on adjoining properties.
- (g) Access, servicing and parking provision.
- (h) Surface water drainage.

6.2 (a) Principle of development

The site is not an allocated housing site but there is no objection in principle to the development of this site for residential use. Although the site has a long history of commercial use, it is a small, undesignated site within a primarily residential area. It meets several of the criteria for windfall housing sites in that it is consistent with the spatial strategy, is previously developed land, is close to local services and close to public transport. Planning permission has also previously been granted for the development of the site for residential use.

6.3 Policy HS2 gives guidance on the mix of housing units sought across the borough in order to provide for the needs of the whole community. The proposal is for 18 two bedroom flats, which does not provide for a range of

dwellings. However, whilst it is accepted that in town centre locations and locations within the designated Special Policy Areas within the Core Strategy the vast majority of units will be 1 and 2 bed, in suburban areas a significant provision should be made for family sized units, whether in the form of flats or houses. Given the location of the site within an established suburban area, the majority of the units should be 2 bed or larger and suitable for families (i.e. 4 persons). In this respect, the proposed 2 bedroom units are all suitable for 4 persons and this is considered to be an acceptable provision on this small suburban site. The previous reason for refusal (3) has therefore been overcome.

6.4 (b) Character and appearance of the area

The site lies on a prominent corner at the junction of St Albans Road and Sheepcot Lane. The surrounding area is predominantly residential and is characterised by detached and semi-detached housing constructed in the 1930s. Along St Albans Road, in the vicinity of the site, are several blocks of flats and flatted sheltered accommodation built in the 1980s-2000s. These blocks are typical of their age and generally uninspiring although the block at Melia Close to the south is more successful.

6.5 The existing site, comprising a large canopy and dominated by parked vans, makes no positive contribution to the character and appearance of the area. A new residential building of good design and materials would be a significant enhancement to the locality. Although a block of up to 3 storeys was previously approved in 2008, a building up to 4 storeys could be acceptable in principle given the prominence of the site. St Albans Road bends at the junction with Sheepcot Lane and, subsequently, a prominent building on this site would act as a focal point within the streetscene from both the south and the north.

6.6 Following extensive pre-application discussions with officers, it has been agreed that a 4 storey building with a recessed 5th storey is an appropriate and acceptable scale for this prominent corner site. This scale will give the building a visual presence at this junction and at the bend in St Albans Road without appearing overly dominant and also steps down to address the adjacent bungalow at 4, Sheepcot Lane. The building is well articulated which adds interest to the elevations and provides an acceptable massing. The building is to be constructed in brick with appropriate detailing and has avoided the large areas of glazing and large blank northern elevation of the previous scheme.

6.7 Overall, the scale, form and massing of the building is considered acceptable and has overcome the previous reason for refusal (1).

6.8 (c) Layout and design

The layout of the site follows that of the previously approved scheme, with the proposed building sited on the corner addressing both St Albans Road and Sheepcot Lane. The building has a roughly L-shaped footprint comprising 2 main elements fronting the respective road frontages joined by a stepped central element addressing the corner. An amenity area is shown within the 'L' of the building to the rear. The existing access junction at the northern end of the St Albans Road frontage is used to access the parking area which adjoins the building and the amenity area. Overall, this siting and layout is considered acceptable in principle. Compared with the previously refused scheme, the number of flats have been reduced to 18 with a corresponding reduction in parking spaces to 18 also. This has resulted in more space around the building and a greater provision of amenity space, with the parking area appearing less visually dominant and overcoming the previously cramped nature of the site. Additional soft landscaping has now also been introduced around the parking area.

6.9 Compared to the previous refused scheme, the design detailing of the building has been greatly improved with improved fenestration on all elevations, particularly on the northern elevation which was largely blank in the previous scheme. The fenestration is ordered and breaks up the massing of the elevations. Two entrances are proposed, one on St Albans Road serving the affordable units and one on Sheepcot Lane serving the private units, giving activity on both elevations.

6.10 The layout of the site and design of the building is now considered acceptable for this prominent site and has overcome the previous reason for refusal (2).

6.11 (d) Housing mix and affordable housing

As the scheme provides more than 9 units, Policy HS3 requires 35% of the units to be provided for affordable housing. For a scheme of 18 units, this equates to 6 units. The 35% provision should ideally have a tenure breakdown of 20% for social rent, 65% for affordable rent and 15% for intermediate tenures. The size of units should also meet current need for larger, family size units. The proposal provides 6 affordable units, all of which are 2 bedroom, 4 person units. This is an acceptable provision, subject to an appropriate Section 106 obligation to secure these, and overcomes the previous reason for refusal (5).

6.12 (c) Quality of residential accommodation

All of the proposed flats meet the nationally described space standards for 2 bedroom, 4 person dwellings. Fourteen of the flats are dual aspect and all

habitable room windows will have good levels of outlook, natural light and privacy. Of those flats that are essentially single aspect, 2 will have dual aspect corner windows to their main living area. The internal layout of the flats has also been designed to overcome previous concerns regarding units set within the internal corner of the L-shaped building footprint. The main living areas in these units have been sited towards the ends of the building wings and away from the corner, ensuring these rooms will receive good natural light.

- 6.13 The proposal does include a communal amenity area for the residents to the rear of the building and located between the 2 wings. It adjoins the car park and has a useable area of 258m² when the need to maintain privacy to the ground floor windows is taken into account. This is a significant increase on the previous scheme (which provided 118m² albeit this area would be reduced further by the need to maintain privacy to ground floor windows) but still falls below the minimum area guidelines for communal amenity space set out in the Residential Design Guide which equates to an area of 290m² for the proposed development. However, the design also includes the provision of some communal roof gardens on the flat roofs of the building, comprising 67m² at third floor level and 83m² at fourth floor level. This gives a total communal area of 408m² which is acceptable.
- 6.14 Overall, the level of amenity for future occupiers is considered to be good and the proposal overcomes the previous reason for refusal (4).
- 6.15 (e) Impact on adjoining properties
The site is adjoined by only 2 properties, the bungalow at 4, Sheepcot Lane and the 3 storey block of flats at Rochester Drive.
- 6.16 In respect of 4, Sheepcot Lane, this is sited on slightly higher ground compared to the application site. The proposed building is sited 2.7m from the site boundary at its closest point and 4.5m from the flank elevation of this bungalow, although a narrow (2.2m) single storey element has been introduced housing the cycle store. The flank elevation of the bungalow includes 3 windows which are secondary windows, nevertheless, they do provide light and outlook to the property. The siting of the proposed building is such that the flank elevation will only be sited adjacent to the front 2 of these windows. The rearmost window will be unobstructed as will the rear conservatory. The height of the building has been stepped down to 2 storeys adjoining this bungalow. Using the Building Research Establishment's vertical 25° rule from the flank windows of the bungalow, a 25° line taken from these windows will be breached by the proposed building, with the angle achieved being 31°. This will result in some loss of light to these windows, however, this is a significant improvement over the previously refused scheme. On balance,

it is not considered that the loss of natural light from these 2 windows would significantly harm the amenity of this property. As such, it is considered the previous reason for refusal (6) has been sufficiently overcome.

6.17 In respect of Rochester Drive, this 3 storey block is sited 18m due north of the proposed building with its flank elevation facing the site and the flank elevation of the proposed building. There are only secondary windows on this elevation and the proposal will have no adverse impacts on these residential flats.

6.18 (f) Access, servicing and parking provision

The existing access junction on St Albans Road is to be retained and modified. The transport statement submitted with the application has demonstrated that this will provide full visibility in both directions (2.4m by 90m) and will allow all vehicles to enter the site in forward gear. A turning head has also been provided within the site which is sufficient to allow a refuse vehicle 9.85m long to turn within the site and exit in forward gear. This will enable the site to be serviced from within clear of the highway.

6.19 Parking has been provided within the site for the future occupiers. The proposed 18 spaces can be accessed satisfactorily with adequate manoeuvring space to allow all cars to enter and exit the site in forward gear. The provision of 18 spaces for 18 flats is acceptable. St Albans Road and the lower part of Sheepcot Lane adjacent to the site are subject to waiting restrictions. Given that St Albans Road is an A Class road (A412), it would not be acceptable for overspill parking to occur on the highway. The provision of 1 space per flat is therefore acceptable and is within the Council's maximum parking standards.

6.20 A bin store is shown adjacent to the site entrance and a cycle store is located on the western flank of the building, adjacent to 4, Sheepcot Lane. Both are acceptable in principle but no details have been provided at this stage.

6.21 (h) Surface water drainage

A surface water drainage scheme has been submitted with the application. This is based upon on-site attenuation with controlled discharge via a flow control device to the main sewer. This is acceptable subject to appropriate conditions to secure final details.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Consultee	Comment	Officer response
Thames Water	No objections.	Noted.
Hertfordshire County Council (Lead Local Flood Authority)	The proposed surface water drainage scheme is acceptable subject to appropriate conditions.	Noted.
Hertfordshire Constabulary (Crime Prevention Design Service)	No objections.	Noted.
Hertfordshire County Council (Highways Authority)	Has raised an objection due to the lack of information regarding the following matters: i) Need for Stage 1 Safety Audit. ii) No forward visibility splay provided. iii) Swept path for refuse vehicle should be for vehicle 11.6m in length.	i) The access is existing. Any modification of the access will require a s.278 highways agreement which will require a safety audit to be undertaken. ii) The access is existing. The transport assessment for previous applications has shown an acceptable visibility splay exists. iii) The refuse vehicles used by Veolia on behalf of the Council are a maximum of 9.85m in length.
Waste and recycling	No objections to the proposed bin storage arrangement.	Noted.

7.2 Representations received from interested parties

Letters were sent to 156 properties in the surrounding area. Responses have been received from 2 properties. The main comments are summarised below, the full letters are available to view online:

Comment	Officer response
Character of St Albans Road is being detrimentally changed.	This section of St Albans Road is characterised by a mix of houses and blocks

	of flats. The current van dealership does not make a positive contribution to the streetscene or the wider area.
Reduction in long term employment opportunities.	This is not a designated employment site and only provides a very small number of employment opportunities.
Impact of construction traffic on St Albans Road. Impact of construction noise and disturbance on local residents.	These are not planning matters.
Like design of building. Multi buff brick would be best.	Noted.
Potential overlooking of neighbouring premises from roof gardens.	Any overlooking will be limited. Mutual overlooking of garden areas is very common in urban areas.

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 6 flats as affordable housing comprising 1 flat for social rent, 4 flats for affordable rent and 1 flat for shared ownership or other intermediate tenure.

Conditions

1. No development (including demolition works) shall commence until the land in the ownership of UK Power Networks required for the construction of the bin store has been permanently acquired by the applicant or their successors in title and documentary evidence of the land acquisition has been submitted to the Local Planning Authority.

Reason: To ensure the bin store serving the development can be constructed in accordance with the approved drawings.

2. 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.

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

Site location plan
2667/RPA/1
2667/PA/8A, 9B, 10B, 11A, 12B,
2667/PA/4A, 5B, 6A, 7A

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

4. No development (excluding demolition works) shall commence until details and samples of the materials to be used for all the external finishes of the building, including walls, roofs, doors, windows and privacy screens to the roof terraces have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

Reason: In the interests of the visual appearance of the site and the character and appearance of the area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31. This is a pre-commencement condition as the materials need to be approved by the Local Planning Authority before the development is constructed.

5. No demolition of the existing buildings or construction of the development shall commence until a detailed scheme to deal with the risks associated with the potential contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - i) a preliminary risk assessment which has identified: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site;
 - ii) a site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;

- iii) the results of the site investigation and risk assessment referred to in (ii) above and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
- iv) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason: This is a pre-commencement condition to verify that all contamination has been successfully removed from site following all remediation works in the interests of the health of the future occupiers of the site, in accordance with Policy SE24 of the Watford District Plan 2000.

- 6. No construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy (see Condition 3 above) and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: This is a pre-commencement condition to verify that all contamination has been successfully removed from site following all remediation works in the interests of the health of the future occupiers of the site, in accordance with Policy SE24 of the Watford District Plan 2000.

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

Reason: In the interests of the health of the future occupiers of the site, in accordance with Policy SE24 of the Watford District Plan 2000.

8. No development (excluding demolition works) shall commence until a final detailed drainage strategy has been submitted and approved in writing by the Local Planning Authority. The scheme shall be based on the approved Surface Water Drainage Assessment, Ref. C85516-R001A, dated October 2018, produced by JPN Group Consulting Engineers. The scheme shall include:
- i) A drainage strategy that aims a discharge rate as close as possible the greenfield run off rate. If not possible to achieve it, therefore a strong technical justification should be provided.
 - ii) Undertake the drainage strategy to include the use of tanked permeable pavement and lined underground tank and clearly show on a plan the attenuation volumes provided by each of the proposed SuDS features.
 - iii) Provision of detailed updated network calculations and modelling for all storage features. Rain gardens and green roofs should not be included in calculations.
 - iv) Updated and detailed drainage layout including the location of all SuDS measures and full detailed engineering drawings of all SuDS elements including their, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling. This should be supported by a clearly labelled drainage layout plan showing pipe networks. The plan should also show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.

Reason: This is a pre-commencement condition to ensure the development is designed to prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

9. No development (excluding demolition works) shall commence until a noise impact assessment has been submitted to and approved by the Local Planning Authority. The assessment shall include a noise

mitigation scheme for each of the residential dwellings, to mitigate the noise impacts from road traffic on the adjoining roads. The scheme shall include the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades and shall demonstrate that good indoor ambient noise levels are achieved in accordance with BS 8233:2014 for the future occupiers of the dwellings. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: This is a pre-commencement condition to ensure the development is designed to incorporate appropriate mitigation measures in order to ensure an acceptable living environment is achieved for the future occupiers of the dwellings.

10. No development (excluding demolition works) shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings has been submitted to and approved in writing by the Local Planning Authority. The system must be capable of providing background and rapid ventilation for cooling with the windows of the respective dwelling remaining closed. The system must not compromise the sound insulation of the façades. Details of the siting of any air intake; extraction units; mechanical equipment serving this system that are likely to give rise to noise should be submitted, along with details of noise attenuation measures to be incorporated to ensure these units do not give rise to a noise nuisance must be submitted. In addition, when in operation, the sound pressure level within each flat shall not exceed the internal noise levels contained in BS8233:2014 1 metre from any associated inlet or outlet. No dwelling shall be occupied until the approved ventilation system has been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: This is a pre-commencement condition to ensure the development is designed to incorporate appropriate ventilation measures in order to ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 and an acceptable living environment is achieved for the future occupiers of the dwellings.

11. 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. Any piling must only 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.

12. No dwelling shall be occupied until a detailed soft landscaping scheme for all the land within the site has been submitted to and approved in writing by the Local Planning Authority. This shall include new tree and shrub planting. The approved 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.

13. No dwelling shall be occupied until a detailed hard landscaping scheme for all the land within the site 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.

14. No dwelling shall be occupied until details of the design and materials of the external bin store and cycle stores to serve the dwellings, as shown on the approved drawings, have been submitted to and approved in writing by the Local Planning Authority and have been constructed in accordance with the approved details. These facilities shall be retained as approved at all times.

Reason: To ensure that adequate facilities exist for residents of the proposed development, in accordance with Policies SE7 and T10 of the Watford District Plan 2000.

15. No dwelling shall be occupied until the following works have been completed in full:
- i) the existing vehicular crossover on St Albans Road at the northern end of the site frontage has been modified to serve the development.
 - ii) all other existing vehicular crossovers on St Albans Road and Sheepcot Lane have been closed off and the kerb line and pavement reinstated.

Reason: In the interests of highway safety and convenience, in accordance with saved Policy T21 of the Watford District Plan 2000.

16. No dwelling shall be occupied until details of a communal terrestrial television aerial(s) and satellite dish(es) for the block 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. 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

1. IN907 Consideration of the proposal in a positive and proactive manner.
2. IN910 Building Regulations.
3. IN911 Party Wall Act.
4. IN912 Hours of construction.
5. IN913 CIL Liability.
6. IN909 Street naming and numbering.