



DEVELOPMENT CONTROL COMMITTEE

PLEASE NOTE THE START TIME OF THIS MEETING

Thursday, 28th August, 2014

8.30 pm

Town Hall, Watford

Publication date: 20 August 2014

CONTACT

If you require further information or you would like a copy of this agenda in another format, e.g. large print, please contact Rosy Wassell in Democracy and Governance on 01923 278375 or by email to legalanddemocratic@watford.gov.uk .

Welcome to this meeting. We hope you find these notes useful.

ACCESS

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An audio recording may be taken at this meeting for administrative purposes only.

SPEAKING AT DEVELOPMENT CONTROL COMMITTEE

Only one person will be permitted to speak on behalf of objectors and one in support of a proposal. Precedence to speak in support of the proposal will be given to the applicant or their representative.

In order to speak, a person must register before 12 noon on the day of the meeting by contacting the Democratic Services Team. The contact details are available on the front of this agenda.

If a speaker wishes the Development Control Committee to consider any documentation at the meeting, then it must be submitted to the Democratic Services Team by 12 noon on the day of the meeting.

COMMITTEE MEMBERSHIP

Councillor R Martins (Chair)

Councillor G Derbyshire (Vice-Chair)

Councillors S Bashir, N Bell, J Connal, S Johnson, I Sharpe, M Watkin and T Williams

AGENDA

PART A - OPEN TO THE PUBLIC

1. **APOLOGIES FOR ABSENCE/COMMITTEE MEMBERSHIP**
2. **DISCLOSURE OF INTERESTS (IF ANY)**
3. **MINUTES**

The minutes of the meeting held on 7 August 2014 to be submitted and signed.

Copies of the minutes of this meeting are usually available seven working days following the meeting.

(All minutes are available on the Council's [website](#).)

CONDUCT OF THE MEETING

The Committee to take items in the following order:

1. All items where people wish to speak to the Committee and have registered to do so by telephoning the Democratic Services Team.
2. Any remaining items that the Committee agree can be determined without further debate.
3. Those applications where Members wish to discuss matters in detail.

4. **OUTSTANDING PLANNING APPLICATIONS** (Pages 1 - 2)

A list of outstanding planning applications as at 19 August 2014.

5. **2 FERN WAY** (Pages 3 - 32)

An application for a single storey rear extension and double storey side extension to form 2no. 2 bed flats. This application also includes alterations to an existing outbuilding in rear garden.

6. 7, 9, 15 BRIDLE PATH (Pages 33 - 74)

An outline application for a mixed-use development of up to 30 residential units (Class C3) and up to 1,728m² of office floor space (Class B1a) in a building up to 8 storeys high

7. BOUNDARY WAY (Pages 75 - 124)

Application to demolish 24 flats, shop and community building and to remove garages and create 56 new 1, 2 and 3 bed homes consisting of two to three storey buildings together with new shop, community facilities including community gardens, parking, landscaping and alterations to main carriageway (Duplicate application to Three Rivers District Council).

LIST OF OUTSTANDING PLANNING APPLICATIONS AS AT 19th August 2014

A total of 3 application reports are included on this agenda for decision, of which 3 will be within the Government's target dates for determination of applications

On 19.08.14 there was 1 application over 8 weeks not yet determined but under consideration by the Development Management Section Head, as follows:

<u>NUMBER</u>	<u>ADDRESS</u>	<u>DESCRIPTION</u>	<u>DATE VALID</u>	<u>REASON FOR NON-DETERMINATION</u>
<u>Over 8 Weeks</u>				
14/00778/LBC	Bandstand, Hempstead Road	Listed building consent for the dismantling of existing bandstand and plinth, repair and re-erection of bandstand on its original location within Cassiobury Park.	02/06/14	Awaiting consultee comments.

PART A

Report of: **DEVELOPMENT MANAGEMENT SECTION HEAD**

Date of Committee:	28th August 2014
Site address:	2 Fern Way, Watford
Reference number:	14/00964/FUL
Description of development:	Single storey rear extension and double storey side extension to form 2no. 2 bed flats. Also includes alterations to existing outbuilding in rear garden.
Applicant:	Mr and Mrs V J McAndrew
Date received:	3rd July 2014
8 week date (minor):	28th August 2014
Ward:	Stanborough

SUMMARY

The application is for planning permission to erect a double storey side extension beside the existing semi-detached house. Although visually the effect would be to turn what is now a pair of semi-detached houses into a short terrace, the extension would actually contain two flats (one on each floor, each having two bedrooms). The existing house would remain as a house, and it would have a ground floor rear extension added to enlarge it.

The development will not result in the loss of a house because the existing house is to be retained. The two new flats will resemble an end house in a short terrace, and as such it will be in keeping with the character of the area, where such short terraces are very common. The room sizes comply with the minimum standards that were in place at the

time that this application was received (and most of them also comply with the new standards that were adopted on 23 July 2014. Each dwelling would have access to a garden of an adequate size, which in the case of the two flats would be shared. No significant harm would be caused to the amenity of any neighbour as a result of this development.

Each dwelling would have at least one off-street parking space and the house would have two; this is considered adequate without being excessive, and complies with saved Policy T22 of the Watford District Plan 2000.

The only change that is proposed to the existing vehicular access arrangements is a widening of an existing crossover on Briar Road that currently serves a rear gate to the site. The Highway Authority has not objected to that, but has, however, objected to the proposal for another reason, which is that an existing dropped kerb on the road junction is to be used as access for the front drive, which is considered to be a dangerous location. The H considers that the dropped kerb was originally installed for use by pedestrians crossing the road junction, rather than for vehicles accessing the drive of the house. However, as regards this dropped kerb the proposal is no different to the existing situation. Given that this dropped kerb has been used for vehicular access to the front drive for many years, it is considered that it would be unreasonable to refuse planning permission for that reason.

The Development Management Section Head recommends to the Committee that the application be approved as set out in the report.

BACKGROUND

This is the second application this year for a development to create new residential accommodation on the space to the side of the existing house on this site. The previous application (14/00412/FUL) was for the erection of a new detached two storey house, and that was refused planning permission on 9 May 2014. There were six reasons for refusal

(see Planning History section, below). Since then the applicants have sought pre-application advice before submitting this second application, which is quite different to the first.

Site and surroundings

The site is a semi-detached house which dates from 1937. It is similar in style and age to most of the other houses on the Kingswood Estate (i.e. the area bounded by North Approach, Briar Road, Fern Way and the western side of Sheepcot Lane) which consists largely of short terraces and semi-detached pairs of houses. There are very few detached houses on the estate. This house has been vacant for some time, having apparently been bought by the applicants quite recently.

The site is a corner property, standing at a cross roads which is the junction of Fern Way (which it faces), Greenwood Drive, and Briar Road (which runs down the side of the site and continues on the other side of the junction). There is a private service road running down the back of this row of houses, giving access to various garages, and that is accessed from Briar Road.

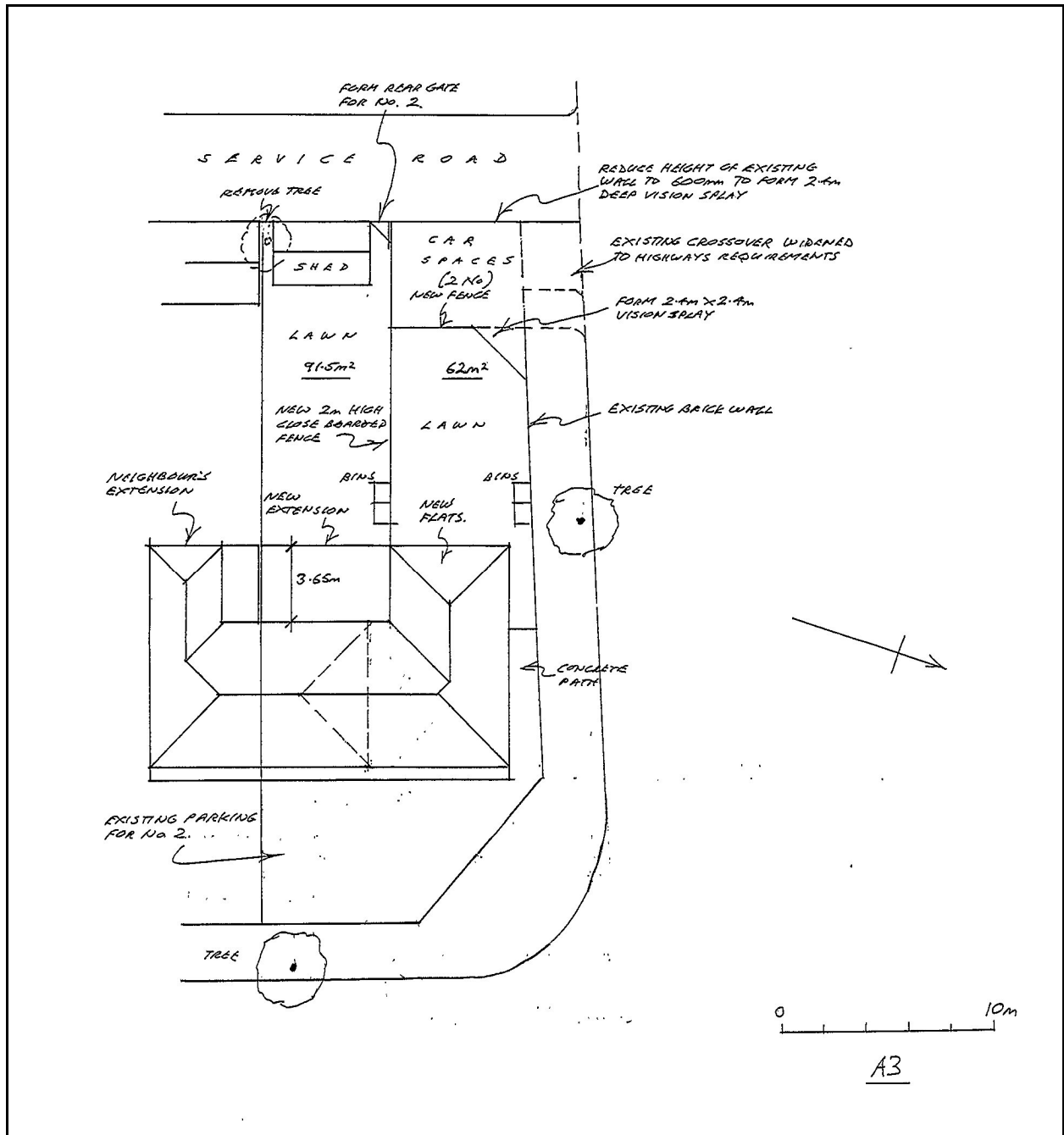
This house has a paved front drive for off-street parking, with a dropped kerb on the corner of the two streets. Although that looks like a vehicular crossover, and has apparently been used as such for many years, the Highway Authority has said that its intended purpose was for pedestrians to cross the road. In addition to the parking area on the front drive, this site also has a parking space and a brick outbuilding at the foot of the garden, and those are accessed via a gate giving onto Briar Road, which has a vehicular crossover.

The site has a side garden and a rear garden. A brick boundary wall runs along the side boundary with Briar Road. The attached neighbour at 4 Fern Way is the other half of the semi-detached pair. That house has a double storey rear extension.

This is not a nationally or locally listed building, and there are none nearby. This is not a conservation area. There are no protected trees on the site.

Proposed development

This application is for planning permission to erect a double storey extension at the side of the existing house, and it would also project to the rear. The result of the development will be that what is now a pair of semi-detached houses will take on the appearance of a short terrace of three, although the new end of terrace will actually contain two flats (each with two bedrooms) rather than being one house. The existing house will remain as a single family house (with two bedrooms); a ground floor rear extension will be added to enlarge it.



Site plan

The existing front drive and the dropped kerb that is in front of it on the corner of the road junction are to remain as they are, and they will be for the use of the existing house which has two parking spaces on the drive.

The rear garden is to be divided in two by a fence. Half is to remain as the garden of the existing house, and the brick shed at the end of the garden is to be restored and to have its roof replaced with a taller dual pitched roof. The cherry tree that has damaged that shed is to be removed (it is not a protected tree) and a new gate is to be inserted into the rear service road. The other half of the existing rear garden is to form a new shared garden for the two new flats. At the end there is already an area of hard standing for the parking of a car, which is accessed via a gate onto Briar Road, and the proposal is to make that hardstanding large enough to accommodate two cars, and to remove the gate and to remove parts of the boundary walls to create visibility splays to allow cars to drive out safely onto Briar Road.

The application is accompanied by a Design and Access Statement.

Planning history

14/00412/FUL – Single storey rear extension to existing house, erection of 3 bed detached house adjacent to existing house and alterations to existing outbuilding in rear garden – planning permission refused on 9 May 2014 for 6 reasons, relating to adverse impact on the character of the area, poor design, harmful to the amenities of the adjacent property, harmful to an important street tree and inappropriate development.

14/00769/PREAPP – Pre-application enquiry regarding a proposal to erect a single storey rear extension and a double storey side extension – the latter to be used as two flats. A letter of advice was sent on 24.06.2014. The advice given was that the application was likely to be acceptable but that planning permission would be required, and that a Section 106 planning obligation would be required. The application for planning permission that is currently under consideration (14/00964/FUL) is the same design as the scheme that was submitted with this pre-application enquiry.

Relevant Policies

National Planning Policy Framework (NPPF)

Section 6 – Delivering a wide choice of high quality homes

Section 7 – Requiring Good Design

Hertfordshire Waste Core Strategy And Development Management Policies Document 2011-2026

No relevant policies.

Hertfordshire Minerals Local Plan (saved policies)

No relevant policies.

Watford Local Plan Core Strategy 2006-31

SD1 Sustainable Design

SS1 Spatial Strategy

UD1 Delivering High Quality Design

Watford District Plan 2000 (saved policies)

SE37 Protection of Trees, Woodlands and Hedgerows

Supplementary Planning Documents

Residential Design Guide Volume 2: Extending Your Home (SPD adopted November 2008)

Watford Character of Area Study (SPD adopted December 2011)

SPG6: Internal Space Standards (SPG adopted October 2001)

Since this planning application was received on 3 July 2014 a second edition of the Residential Design Guide (RDG) has been adopted (on 23 July 2014), which is now in a single volume. It includes new internal space standards to replace those that were in SPG6. A note on the Council's web site explains how the Council is dealing with

applications that had already been submitted to the Council at the time the revised Guide was adopted. This makes clear that, for applications submitted on or after 12 May 2014 up to and including 23 July 2014, the provisions of the original version of the Residential Design Guide will be applied. As the current application was submitted on 3 July 2014, these transitional arrangements apply to it.

CONSULTATIONS

Neighbour notifications

Letters were sent to ten properties in Fern Way, Greenwood Drive and Briar Road. Five responses were received, and a summary of the points that were raised is to be found in the section of this report entitled *Consideration of Representations Received*.

Consultations

Hertfordshire County Council (Highway Authority)

Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

The Highway Authority recommends refusal due to implications to highway safety and convenience as the proposals are considered prejudicial to the safe on the highway.

As far as it can be determined from the submitted details the site already enjoys a pedestrian crossover in the front of the existing dwelling. I do not consider the existing public pedestrian cross can be considered as a private vehicles access to parking spaces. In the reason, the Highway Authority the Highway Authority recommends refusal.

Arboricultural consultant

The Council's arboricultural consultant has commented that the proposals will not affect either of the highway trees located in Fern Way and Briar Road. One tree, a birch in Briar Road, is shown for removal; however, this is considered acceptable due to its location close to the property boundaries and adjacent structures.

APPRAISAL

In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:

- (a) *Watford Local Plan Part 1: Core Strategy 2006-31 (adopted Jan 2013)*
- (b) the continuing “saved” policies of the *Watford District Plan 2000*
- (c) the *Hertfordshire Waste Core Strategy And Development Management Policies Document 2011-2026*
- (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*

Principle of the development

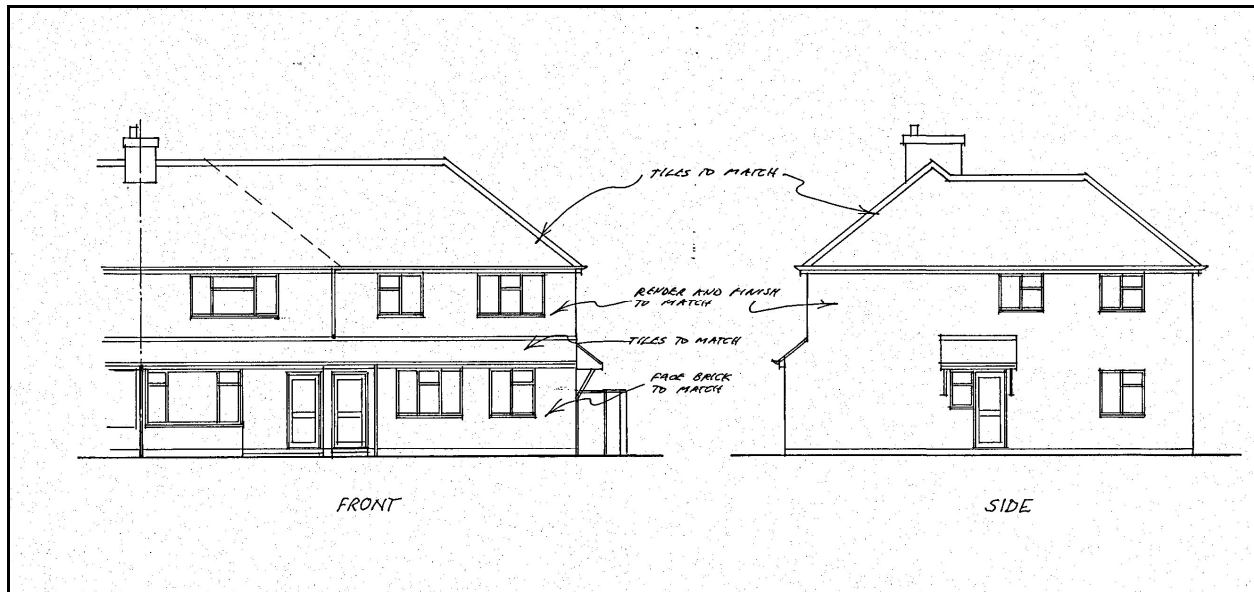
The proposal is that the existing house at 2 Fern Way will remain as a single family house (with a new ground floor rear extension), so there will be no loss of a house as a result of this development.

The new development that will be attached to its side will resemble an end of terrace house but it will actually contain two new flats, one on each floor. This is acceptable in principle because flats are residential properties and this is a residential area. The fact that the area consists mainly of houses is not in itself a reason to reject two flats, particularly given that there is to be no loss of the existing house, and given that the development will look like a house.

Design and character of the area

The new building would be attached to the side of 2 Fern Way, thereby making what is now a pair of semi-detached houses into a short terrace. This will be appropriate to the character of the area because this section of Fern Way is characterised mainly by houses that are arranged in short terraces. Indeed, on this first section of Fern Way (from the cross roads to the bend) all the properties except numbers 2 (this site) and 4 (its attached neighbour) are terraced houses.

There is a good example of a similar development that was carried out successfully a few years ago not far from this site at 135 Sheepcot Lane, where a new house was built onto the side of a semi-detached house, turning what was a semi-detached pair into a short terrace of three. It demonstrates how a well designed and well executed scheme of this type can blend in well with the character of the area.



Proposed front and side elevations

The new development will look like a house when seen from the front, and it will have a front door facing Fern Way (serving the first floor flat). The strange absence of a front door on Fern Way had been a problem with the previous application but it has been rectified in this one. The fact that it will also have another door in the flank (for the ground floor flat) will not be a problem because that will be on the side elevation, where it will be read separately and where it will add visual interest to a flank elevation that might otherwise have been bland. It will not necessarily detract from the attempt to make the development look like an end of terrace house because there is nothing unusual about a house having a side door as well as a front door.

In some locations a proposal to add a side extension to a corner property at a cross roads might be problematic because it could result in even building lines being broken. However

in this case evenly aligned building lines are not a feature on this junction. For instance, the flank wall of the opposite house at 1 Fern Way is not currently in line with the flank wall of the house at 2 Fern Way.

Impact on rear windows

In the previous application there was concern about the “tunnelling effect” that could have been caused by the double storey rear element of the development making some of the rear windows feel hemmed in. However, in the current scheme there is plenty of space retained to the left of the double storey element, and a line at an angle of 45 degrees has been kept clear with respect to the rear first floor bedroom window to demonstrate that it will not be harmed. The rooflights in the ground floor element at the rear will ensure that sufficient daylight reaches the kitchen and dining area below.

Ground floor rear extension to the existing house

The proposed ground floor extension of the existing house would be the same depth as that of its attached neighbour. It would be a simple design with a lean-to roof. It is considered acceptable in design terms, and it would cause no harm to the amenity of the neighbour. It would have a pair of rooflight windows to bring natural light into the house, which would help to ensure that the extension would not make the rear of ground floor rooms of the existing house unduly dark.

Works to the outbuilding

The proposal is to renovate the existing brick shed and to replace its roof with a slightly taller, dual-pitched roof. It seems that a cherry tree that is growing within the site has damaged the outbuilding, and that tree is to be removed. The tree could be removed anyway without the need for permission because it is not protected by a Tree Preservation Order and the site is not in a conservation area.

The proposed works to the outbuilding will increase its height to 3.1m at the ridge, and because that exceeds the limit of 2.5m under Permitted Development regulations,

planning permission is required. However the increased height will cause no harm to any neighbour, and a shed that is 3.1m tall will not appear excessively large or obtrusive.

Room sizes

Until recently the Council's minimum room size requirements were set out in the supplementary planning guidance document SPG6, but that was replaced on 23 July 2014 when a new version of the Residential Design Guide supplementary planning document was adopted that now includes a new set of (generally more stringent) internal space standards. However, under the transitional arrangements referred to above, this application falls to be assessed under the standards in SPG6 that were in force at the time the application was submitted.

The requirements in the following table are based on an assumption that a main bedroom will accommodate a couple, with the other bedrooms being occupied by one person, so there will be one more occupant than the number of bedrooms. There is no need to assess the room sizes of the existing house as that will remain as it is except for the fact that its lounge / kitchen / diner will be extended.

Room	Required	Proposed	Acceptable?
GF flat main bedroom	SPG6: 11m ² New RDG: 11m ²	12.2m ²	Yes
GF flat single bedroom	SPG6: 6.5m ² New RDG: 8m ²	7.6m ²	Complies with old SPG6 standard but not new RDG.
GF flat bath room	SPG6: WC, bath & basin (new RDG has no requirement)	WC, bath & basin	Yes
GF flat Kitchen / lounge / diner	SPG6: 20.5m ² New RDG: 23m ²	24.4m ²	Yes

FF flat main bedroom	SPG6: 11m ² New RDG: 11m ²	12m ²	Yes
FF flat single bedroom	SPG6: 6.5m ² New RDG: 8m ²	7.6m ²	Complies with old SPG6 standard but not new RDG.
FF flat bath room	SPG6: WC, bath & basin (new RDG has no requirement)	WC, bath & basin	Yes
FF flat Kitchen / lounge / diner	SPG6: 20.5m ² New RDG: 23m ²	24.3m ²	Yes

As the table above indicates, as well as satisfying the standards in SPG6, the proposal does also meet the new RDG requirements, save only in two instances where the floorspace of the second bedroom falls short of the new standard by 0.4m². This small difference would not be sufficient to found a reason for refusal of planning permission, particularly as the rooms in question exceed the SPG6 requirement by 1.1m².

Garden sizes

Garden size requirements were until recently to be found in the first edition of the Residential Design Guide. However in this case the change makes no difference: the first edition of the RDG required a minimum of 50m² regardless of the number of bedrooms, and the second edition requires 50m² for homes that have one or two bedrooms (larger gardens are now required for homes with more bedrooms, but in this case all three homes would have only two bedrooms). The house will have a rear garden of 91.5m² and the two flats will have a shared garden of 62m².

Both rear gardens will have bin stores so that rubbish and recycling bins can be kept out of sight of the street. The flats will be able to take their bins out to the street via the existing access at the foot of the garden. The house will have a new gate inserted in its

rear wall so that bins can be taken out via the rear service road. A condition should be applied to ensure that the gate is installed as shown because otherwise the bin store would be unusable and the result would be bins stored in the front garden, where they would be harmful to the street scene.

The house will have the use of the restored brick shed in which bicycles could be kept (a new taller roof with a dual pitch is to be added). No bicycle store has been proposed for the flats, but there is sufficient space in that garden for the occupants to be able to place small weather-proof and secure bicycle storage units that can be bolted to the ground. There are examples of such units outside the rear entrance of the Town Hall, where there is a row of black plastic bicycle storage boxes with padlocks. In this case it is not considered necessary to require a shed for the purpose of storing bicycles, as that would reduce the amount of garden space in a garden that is modestly sized as it is.

Parking

Two parking spaces are proposed at the foot of the shared garden for the two flats. As there is already a crossover and a gate there, that is considered acceptable. The gate is to be removed and the walls on each side lowered or partially removed so as to create safe visibility splays.

A note on drawing 14/VM-6B states that the crossover that serves the existing rear gate is to be made wider. That would require the consent of the Highway Authority. However, if such consent were refused it would not necessarily make it impossible for the developer to create two parking spaces. That is, firstly, because the crossover appears to be quite broad already (it serves not only the gate but also the rear service road), and, secondly, because an alternative arrangement might be possible in which the parking spaces would be at right angles to the rear service road and accessed from that service road – that has not been proposed, but it would probably be acceptable if an appropriate application were to be made.

It is proposed that the existing area of hardstanding at the end of the rear garden should be made wider. That new hardstanding should be permeable, or else it should have a drain and a soak-away, so as to prevent rainwater run-off onto the highway. That can be controlled by a condition.

The two parking spaces at the end of the rear garden would be for the two new flats. The existing house would continue to use the front drive for parking. That drive already has a dropped kerb on the corner of the road junction. For reasons of highway safety such a corner location would not be allowed if the proposal were to create a new crossover there, but the crossover has clearly been there for a very long time and the proposal will be to continue using it in the way that it has long been used. The Highway Authority has commented that the intended purpose of that dropped kerb on the corner was originally for pedestrians (e.g. with wheelchairs, buggies etc) to cross the road junction, and that it was not intended for use as a vehicle crossover. However, it has the appearance of a vehicular crossover, and it has clearly been used as one for many years. Although the Highway Authority does not approve of the intention to continue using it as such, it would be unreasonable to refuse planning permission on the issue of the crossover because the application does not propose any change to this aspect of the existing arrangements – the applicant is merely proposing that the house's occupants will continue to use the dropped kerb in the same way that they have been using it for many years.

The Highway Authority has indicated that instead of using the existing dropped kerb at the corner, the house could have a new crossover created further away from the road junction, which is considered to be a safer location. However, that was a proposal that formed a part of the previous application, which was refused recently on the grounds that the excavations involved in creating a new crossover would be likely to cause grave harm to the roots of a mature Box Elder tree in the street, which could cause its death. The loss of that street tree would be harmful to the street-scene.

Currently the Council's adopted policy on parking is saved Policy T22 of the Watford District Plan 2000 (supported by Appendix 2 and Map 7) which sets a *maximum* limit of

1.5 spaces per 2-bedroom dwelling in this area of the borough (Zone 3). The policy does not set a minimum limit; but in a location such as this, which is not close to the town centre, it is clear that residents are likely to want to own cars, and so some provision must be made for them on the site because otherwise they would park on the street. In this case the parking provision that is proposed (two spaces at the front for the house and two at the rear - one for each flat) is considered adequate to meet the needs of the residents, without being excessive.

Planning obligation

The development proposed in this application is one where, in accordance with Policy INF1 of the Watford Local Plan Part 1 Core Strategy, the Council will normally require the applicant to enter into a planning obligation to provide contributions towards the provision or improvement of community facilities and infrastructure. Under Regulation 122 of the Community Infrastructure Levy Regulations 2010, where a decision is made which results in planning permission being granted for development, a planning obligation may only constitute a reason for granting planning permission for that development if the obligation is:

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

Saved policies L8, L9, and H10 of the Watford District Plan 2000, together with *SPG 10: Open Space Provision* recognise that cumulative small developments within the urban area of Watford can produce significant additional demands for services and facilities in the same way that a smaller number of larger developments would. However, unlike larger developments which can often accommodate some provision of these services and facilities within the site, smaller developments are clearly unable to do so and it would be unreasonable to expect them to. It is therefore reasonable to expect the applicant in such cases to make a financial contribution towards improved services and facilities within the Borough.

Most new residential developments within Watford comprise fewer than 50 dwellings. The Council seeks financial contributions on a per unit basis from all new residential developments. This is considered to be a reasonable approach as it ensures that all such developments make contributions on an equal basis, with actual payments determined by the number and, in some cases, the size of the units proposed. This approach therefore does not disadvantage applicants proposing larger developments within the Borough, but rather ensures that all applicants make payments in proportion to the additional demand on services and facilities that their development will generate.

The Council's approach to seeking financial contributions by means of a planning obligation is fully in accordance with the advice set out in paragraphs 203 to 205 of the National Planning Policy Framework. In each case, the contributions received are pooled together in order to accumulate sufficient funds for the Council, the County Council and the Primary Care Trust to undertake capital works within the Borough. Given the small size of the Borough, this is considered to be a reasonable and acceptable approach to the provision of new or improved services and facilities and accords with paragraphs 203 to 205 of the National Planning Policy Framework.

The contributions in the case of the development proposed in this application are set out below. As these contributions have been calculated in accordance with the Hertfordshire County Council's Planning Obligations Toolkit (adopted January 2008) and the relevant policies of the Watford District Plan 2000, they are directly related to the proposed development, are fairly and reasonably related in scale and kind to that development and are necessary to make the development acceptable in relation to those policies. Accordingly, the requirement for such contributions meets the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, the planning obligation can be taken into account as a material planning consideration in the determination of the application.

Primary education	£816 x 2	= £1,632
Secondary education:	£444 x 2	= £888
Nursery education:	£195 x 2	= £390
Child care:	£57 x 2	= £114
Youth facilities:	£13 x 2	= £26
Library facilities:	£129 x 2	= £258
Sustainable transport:	£750 x 2	= £1,500

Total to Herts County Council: £4,808

Public open space:	£1,236 x 2	= £2,472
Children's play space:	£985 x 2	= £1,970
CPZ amendment:	Not applicable as this is not a controlled parking zone	
Monitoring fee:	£350 x 1 (this is not per flat but per undertaking)	

Total to Watford Borough Council: £4,792

The applicants have entered into a Section 106 planning obligation by means of a unilateral undertaking, which they completed on 4 August 2014.

Consideration of representations received

Five responses have been received: one was from a representative of the Kingswood Residents Association, and the others were from residents of Fern Way. The following table contains a summary of the points that were raised.

Points Raised	Officer's Response
<p>The Kingswood Estate is characterised by houses that are semi-detached or in short terraces. One objector writes that because of this the proposed development would be out of keeping with the character of the area.</p>	<p>Although it will contain two flats, the proposed development will resemble an end of terrace house. It is true that the area is characterised by semi-detached pairs and by short terraces, and it is also true that the development will turn an existing semi-detached pair into something that will resemble a short terrace; so it is difficult to see how it could be regarded as being out of character with the area.</p>
<p>Because the development would turn what is currently a pair of semi-detached houses into a short terrace it would devalue the neighbouring property at 4 because that would no longer be able to describe itself as a semi-detached house.</p>	<p>It is worth noting that Fern Way consists mainly of short terraces, and always has done. Moreover issues relating to the value of neighbouring properties are not material planning considerations. This has been established by case law, notably in <i>Brewer v Secretary of State for the Environment</i> [1988] JPL 480. It is also noted in National Planning Policy Guidance (at paragraph 21b-008-20140306) that "the courts ... have taken the view that planning is concerned with land use in the public interest, so that protection of purely private interests such as the impact of a development on the value of a neighbouring property or loss of private rights to light could not be material considerations".</p>

The proposed creation of four parking spaces will add to an existing problem of parking congestion on the local streets.

The application form states that there are currently 4 parking spaces on the site, and the proposed number of spaces is also 4. This seems to be based on the assumption that there are currently 2 on the drive, 1 in the “garage” and 1 on the hard standing at the foot of the garden. It seems unlikely that the brick shed is large enough to serve as a parking garage, so 3 spaces is probably a more realistic figure for the current situation; but even so the proposal would only involve an increase of one space.

One objector writes that provision of 4 parking spaces would cause an increase in congestion on the street – perhaps he has misunderstood and believes that the parking spaces would be on the street; in fact they would be within the site.

Another objector fears that one space per flat is insufficient, and that the residents could own more cars and park them on the street. Currently the Council’s adopted policy on parking is T22 of the Watford District Plan 2000 (supported by Appendix 2 and Map 7) which sets a *maximum* limit of 1.5 spaces per 2-bedroom dwelling in this area of the borough (Zone 3).

<p>During construction works the builders would be likely to park vehicles near the road junction, which would result in reduced visibility for children crossing the road to use the nearby Kingswood Nursery, which could lead to road accidents.</p>	<p>There are double yellow lines around the road junction. The possibility that someone might park illegally is not a material planning consideration but rather a matter for Parking Enforcement.</p>
<p>One objector writes that since the last occupant died in 2012 the house has been un-lived in. Therefore the new owners must have bought it with the intention of developing it, rather than to use it as a family home. Another objector writes that he suspects that the current owners have been mowing the grass and tidying up to make it appear that the property is lived in.</p>	<p>Most homes stand empty for some time after a previous owner dies or leaves. 2 Fern Way is currently a single family house, and the proposal is that it will remain a single family house. The two new flats that are proposed are in addition to the house, not replacing it. If the property has been standing empty then a proposal to put it to use is to be welcomed.</p> <p>Whether a developer makes a profit is not a material planning consideration. If it were not possible to make a profit from building homes there would be very few homes in Watford, or indeed anywhere else.</p> <p>It is not often that the Council receives objections on the grounds that owners of properties are mowing the grass and tidying the site. It is difficult to see why this should be regarded as a problem.</p>

<p>The proposal includes making an existing crossover on Briar Road (level with the foot of the garden) wider, and removing parts of the boundary walls to improve the visibility for cars driving out onto Briar Road. This is unnecessary as the parking area at the foot of the garden could have been designed differently so that it was accessed from the rear service road instead. The proposed arrangement with access directly onto Briar Road could be dangerous given that the local streets are used as a short-cut by some traffic, and when cars are parked near the junction - as sometimes happens during busy times when parents are taking children to or from the nearby nursery.</p>	<p>It is true that the parking area could have been designed with its access from the service road, but the fact that an alternative design was possible (even if that alternative would have been better) is not in itself sufficient reason to justify the refusal of planning permission. If it were considered that the proposed widening of the crossover on Briar Road was unacceptable, planning permission could be granted with a condition requiring that details of an alternative scheme for parking with access from the rear service road be submitted for approval. However it should be noted that the Highway Authority has not objected to the proposed rear parking area and its access. As regards the removal or lowering of parts of the existing boundary wall, that could be done at any time without the need for planning permission.</p>
<p>Some works that were undertaken at the site some years ago caused damage to the attached neighbour at 4. It may be necessary to carry out further repairs to make good the damage that was done in the past.</p>	<p>The structural integrity of the building and the quality of the construction work are issues that would be controlled by Building Control, rather than being Planning considerations.</p>

<p>The development will spoil the outlook from 7 Fern Way, and it would reduce daylight and sunlight to that property.</p>	<p>7 Fern Way is on the other side of the street, and it is not directly opposite the site but at an angle to it. It is approximately 28m away from the proposed development. It would be difficult for the occupants of 7 to see the development from their front windows, although they would see it if they stood on their front drive. There is a difference in planning terms between an <i>outlook</i> and a <i>view</i>. It is not considered that any significant harm would be caused to either the outlook or the levels of natural light affecting 7 Fern Way.</p>
<p>The Kingswood Estate has been excessively developed already.</p>	<p>The Kingswood Estate consists mainly of two storey houses from the 1930s. There have been a few more recent developments, but compared to other parts of Watford it is not particularly heavily developed.</p>

Conclusion

The application is for planning permission to erect a double storey side extension beside the existing semi-detached house. Although visually the effect would be to turn what is now a pair of semi-detached houses into a short terrace, the extension would actually contain two flats (one on each floor, each having two bedrooms). The existing house would remain as a house, and it would have a ground floor rear extension added to enlarge it.

The development will not result in the loss of a house because the existing house is to be retained. The two new flats will resemble an end house in a short terrace, and as such it will be in keeping with the character of the area, where such short terraces are very common. The room sizes comply with the minimum standards that were in place at the

time that this application was received, and most of them also comply with the new standards that were adopted on 23 July 2014. The slight shortfall in two cases is not significant and could not, in any event, form the basis for a refusal of planning permission. Each dwelling would have access to a garden of an adequate size, which in the case of the two flats would be shared. No significant harm would be caused to the amenity of any neighbour as a result of this development.

Each dwelling would have at least one off-street parking space and the house would have two, which complies with saved Policy T22 of the Watford District Plan 2000.

The only change that is proposed to the existing vehicular access arrangements is a widening of an existing crossover on Briar Road that currently serves a rear gate to the site, to which there is no highway objection. Although the Highway Authority objects to the continued use of the existing access at the crossroads, the proposal is no different to the existing situation. Given that this dropped kerb has been used for vehicular access to the front drive for many years, and may well be lawful in planning terms, there is no justification for refusing planning permission for that reason.

HUMAN RIGHTS IMPLICATIONS

The Local Planning Authority is justified in interfering with the applicant's Human Rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party Human Rights, these are not considered to be of such a nature and degree as to override the Human Rights of the applicant and therefore warrant refusal of planning permission.

RECOMMENDATION

That, in consequence of a unilateral undertaking under s.106 of the Town and Country Planning Act 1990 (as amended) having been entered into to secure the contributions set out in this report, planning permission be granted subject to the following conditions:

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

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

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

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed, pursuant to Policy SE22 of the Watford District Plan 2000.

3. No windows or doors, other than those shown on the plans hereby approved, shall be inserted in the walls of this development unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to Policy UD1 (Delivering High Quality Design) of the Watford Local Plan (Core Strategy) 2006-2031, and in accordance with the principles of good design that are set out in the Residential Design Guide supplementary planning document (volume 2 Extending Your Home, section 3.3.1c) as referenced in paragraph 12.1.5 supporting Policy UD1.

4. The walls shall be finished in render to match the colour, texture and style of the existing building. If the render of the existing building (which is currently unpainted) were to be painted, the render of the development shall be painted the same colour unless otherwise approved in writing by the Local Planning Authority. The roof tiles shall resemble those used on the existing house. The window frames (except

those of the proposed roof-lights) shall be white to resemble those of the existing house.

Reason: In the interests of the visual appearance of the site and the character of the area, pursuant to Policy UD1 of the Watford Local Plan Part 1.

5. The rear gardens shall be arranged as shown on drawing 14/VM-6B. The two flats shall both have access to the shared rear garden and to the 2 parking spaces at the end of that shared garden. The new fence that is to separate the two rear gardens shall not exceed 2m in height, nor shall the existing brick boundary wall have its height increased to more than 2m. The proposed new gate connecting the rear garden of the house to the rear service road shall be installed as shown on drawing 14/VM-6B and its height shall not exceed 2m.

Reason: In the interests of the visual appearance of the site and the character of the area, pursuant to Policy UD1 of the Watford Local Plan Part 1, and also to ensure that each of the three dwellings on the site will have access to an adequately sized garden and to an off-street parking space, so as to minimise the likelihood of cars being parked on the street. It is necessary that the rear gate from the house's garden to the service road be installed as shown because otherwise it would be impossible to take rubbish and recycling bins from the proposed bin store to the street, in which case those bins would have to be stored in the house's front garden, which would be harmful to the street-scene.

6. The new section of hardstanding that is to form the parking area at the foot of the rear garden shall be constructed in such a way that any rain water falling on the hardstanding shall soak away into the soil within the site, and shall not run off onto land outside the site, nor enter public drains or sewers.

Reason: To avoid localised flooding of the highway, nuisance to neighbours, or overloading of public sewers and sewage treatment works during periods of heavy

or prolonged rainfall, pursuant to Policy SE27 (Flood Prevention) of the Watford District Plan 2000.

7. The flats shall not be occupied until the two parking spaces have been created as shown on the drawings hereby approved, including the lowering or partial removal of boundary walls to create visibility splays as shown on drawing 14/VM-6B.

Reason: To ensure that the occupants of the new flats are able to park off the street so as to avoid causing congestion, and to ensure that they are able to drive from the parking spaces into Briar Road safely, with unobscured sight lines.

Informatives

1. The planning officer's full report gives more detail than is to be found in the Decision Notice. The full report can be obtained from the Council's website www.watford.gov.uk, where it is to be found as an appendix to the agenda of the meeting of the Development Control Committee of 28 August 2014. Alternatively a copy can be provided on request by the Regeneration and Development Department.
2. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended. The applicant was provided with pre-application advice.

3. The applicant is reminded that this planning permission does not obviate the need to obtain the separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called “The Party Wall Etc Act 1996: Explanatory Booklet” is available on the website of the Department for Communities and Local Government.
4. This planning permission is accompanied by a planning obligation in the form of a unilateral undertaking, which is binding upon the owners and their successors in title. It obliges the owners to make certain contributions to local services and infrastructure when work commences on implementing this permission. It includes an obligation to inform the Local Planning Authority when work commences by contacting the Section 106 Co-Ordinator in the Planning department.
5. The development will involve the creation of addresses for new properties. The applicant must apply to the Council to allocate a street number or name. This is a requirement of the Public Health Act 1925. Applications for this purpose should be made to the Local Land and Property Gazetteer Officer at Watford Borough Council, Town Hall, Watford, WD17 3EX.

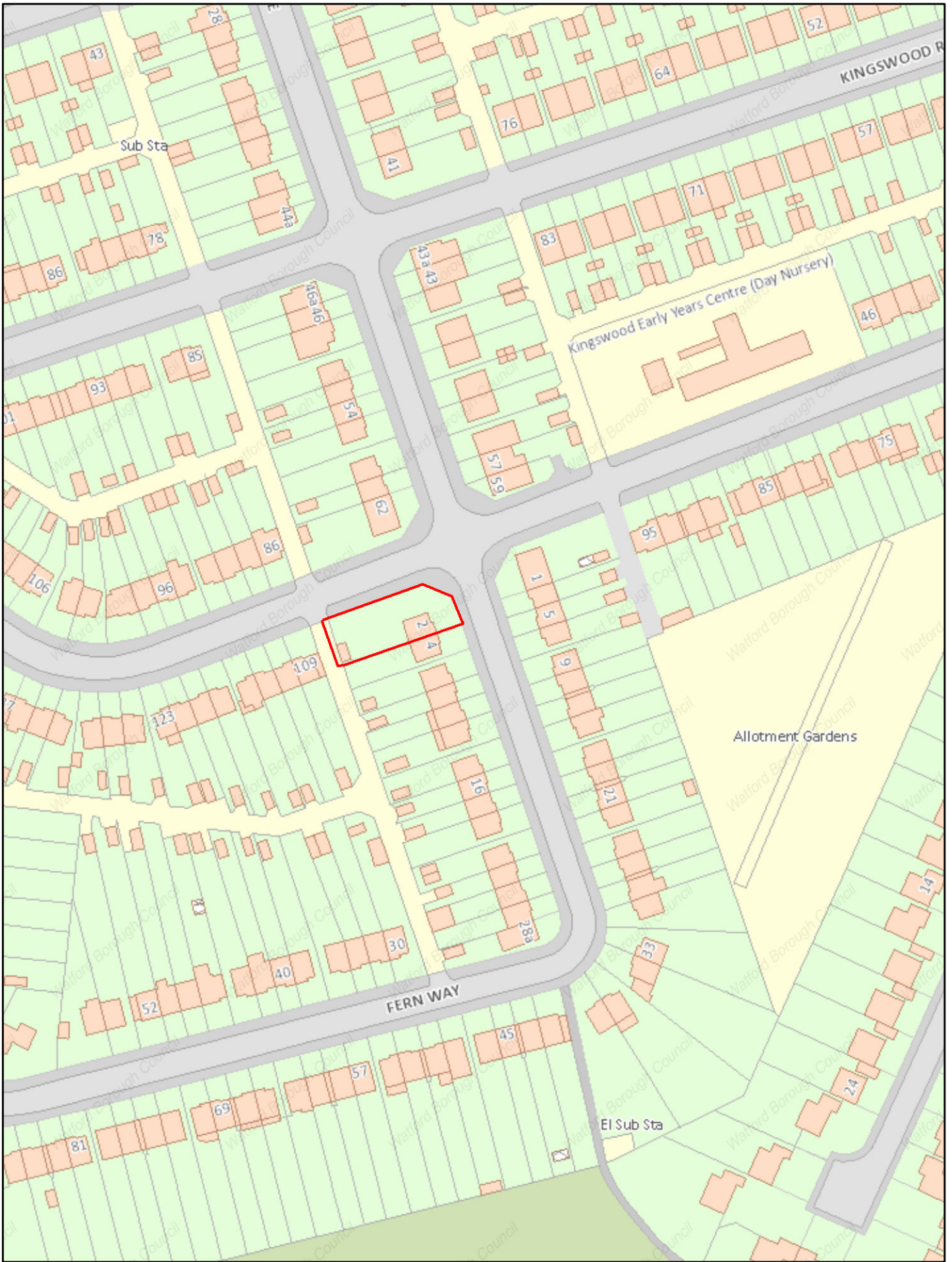
Drawing numbers

Site location plan; 14/VM-1; 14/VM-3; 14/VM-4A; 14/VM-5A; 14/VM-6B.

Case Officer: Max Sanders

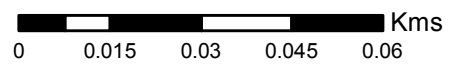
Tel: 01923 – 278288

Email: max.sanders@watford.gov.uk



2 Fern Way

Date: 19/08/2014



Scale 1:1,250



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PART A

Report of: **DEVELOPMENT MANAGEMENT SECTION HEAD**

Committee date: **28th August 2014**

Site address: **7, 9, 15 Bridle Path**

Reference number: **14/00555/OUTM**

Description of development: **Outline application for a mixed-use development of up to 30 residential units (Class C3) and up to 1,728m² of office floorspace (Class B1a) in a building up to 8 storeys high**

Applicant: **Keay Homes Limited**

Date received: **4th June 2014**

13 week date (major): **3rd September 2014**

Ward: **Central**

SUMMARY

Outline planning permission is sought, with all matters reserved except for access to the site, for a mixed-use development of the site with up to 30 dwellings and 1,728m² of office floorspace (Class B1a) in a building up to 8 storeys high. The application site has an area of 0.085 hectare and is currently occupied by a series of single and two storey workshops.

The site is located in the Town Centre SPA in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. These policies identify Clarendon Road/Station Road employment area as a prime office area and development proposals should be for Class B1 office use. The proposed mixed-use scheme will result in an increase in the quantity and quality of office floorspace on the site and will contribute towards providing new employment within the Borough, in accordance with the Core

Strategy. Although the residential element is not strictly in accordance with the land allocation, the scheme remains employment led and is considered to accord with the overall objectives of the Core Strategy.

The submitted illustrative drawings show an 8 storey building at the western end of the site and a 5 storey building at the eastern end, linked by a 2 storey element. Illustrative floorplans show how the proposed number of flats and amount of office floorspace could be accommodated on the site, within a car-free scheme. These drawings allow an assessment of the proposal to be made against the policies of the Core Strategy and the saved policies of the Watford District Plan 2000. Overall, this is considered to be an acceptable level of development for the site.

The applicant has agreed to enter into a Section 106 planning obligation to secure financial contributions towards the provision or improvement of a range of community facilities and services and 35% affordable housing provision, in accordance with the policies of the Core Strategy.

The Development Management Section Head recommends that outline planning permission be granted, subject to the completion of the Section 106 planning obligation and appropriate conditions, as set out in the report.

BACKGROUND

Site and surroundings

The application site has an area of 0.085 hectare and is rectangular in shape, measuring 55m long by 15m wide. It has an east-west orientation with a frontage to Bridle Path at both ends due to the U-shaped layout of Bridle Path. The site is currently occupied by a series of single storey and two storey buildings located along the northern and southern boundaries of the site, with a central access in between. The buildings are used as workshops, principally for car repairs and maintenance.

The immediate area of Bridle Path contains a variety of different commercial buildings. Immediately to the north of the site is the 8 storey Holiday Inn hotel with the 3 storey Clarendon House office building beyond. Immediately to the south of the site is the 2 storey Shire House office building. Beyond this, on the southern side of Bridle Path, are the 2/3 storey office buildings fronting Station Road. Most of these are former detached and semi-detached residential properties that have been converted to office use over many years. To the west are the two, 4/5 storey Egale House office buildings which front St Albans Road. Finally, to the east is Benskin House occupied by The Flag public house. This is a listed building comprising the 3 storey original hotel building facing Watford Junction Station and the 2 storey former stables range fronting Station Road and extending along the eastern side of Bridle Path.

Proposed development

Outline planning permission is sought, with all matters, except for access, reserved for future approval (appearance, landscaping, layout and scale), for a mixed-use development of the site with up to 30 dwellings and 1,728m² of office floorspace (Class B1a) in a building up to 8 storeys high. The development has no car parking provision. Pedestrian access to the building will be from the eastern and western sections of Bridle Path.

Planning history

13/00328/OUTM - Outline planning permission for mixed-use development of up to 78 flats (Class C3) and 585m² of gym (Class D2) in a building up to 9 storeys high with ancillary parking. Application withdrawn.

14/00013/OUTM - Outline application for a mixed use development of 30 residential units as 4 x 2 bed flats, 8 x 1 bed flats and 18 x studio flats (Class C3) and 1,728m² of office space (Class B1) in a building up to 8 storeys high. Application invalid.

Relevant policies

National Planning Policy Framework

- Section 1 Building a strong, competitive economy
- Section 2 Ensuring the vitality of town centres
- Section 4 Promoting sustainable transport
- Section 6 Delivering a wide choice of high quality homes
- Section 7 Requiring good design
- Section 10 Meeting the challenge of climate change, flooding and coastal change
- Section 12 Conserving and enhancing the historic environment

Hertfordshire Waste Core Strategy and Development Management Policies

Document 2011-2026

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

Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

Watford Local Plan Part 1 - Core Strategy 2006-31

- WBC1 Presumption in favour of sustainable development
- SS1 Spatial Strategy
- SPA1 Town Centre
- SD1 Sustainable Design
- SD2 Water and Wastewater
- SD3 Climate Change
- SD4 Waste
- HS1 Housing Supply and Residential Site Selection
- HS2 Housing Mix
- HS3 Affordable Housing

- EMP1 Economic Development
- EMP2 Employment Land
- T2 Location of New Development
- T3 Improving Accessibility
- T4 Transport Assessments
- T5 Providing New Infrastructure
- INF1 Infrastructure Delivery and Planning Obligations
- UD1 Delivering High Quality Design
- UD2 Built Heritage Conservation

Watford District Plan 2000

- SE7 Waste Storage and Recycling in New Development
- SE27 Flood Prevention
- SE39 Tree and Hedgerow Provision in New Development
- T10 Cycle Parking Standards
- T21 Access and Servicing
- T22 Car Parking Standards
- T24 Residential Development
- T26 Car Free Residential Development
- E1 Employment Areas
- L8 Open Space Provision in Housing Development
- L9 Children's Playspace
- U17 Setting of Conservation Areas

Supplementary Planning Guidance and Supplementary Planning Documents

- SPG6 Internal Space Standards
 - SPG10 Open Space Provision
 - Residential Design Guide Volume 1: Building New Homes (2008)
 - Watford Character of Area Study (2011)
-

CONSULTATIONS

Neighbour consultations

Letters were sent to 91 properties in Bridle Path, St Albans Road and Station Road. One letter has been received on behalf of the owners of the adjoining office building at Shire House. The objections can be summarised as follows:

- Proposal represents a serious overdevelopment of the site. Building will dwarf Shire House.
- Building covers 100% of the site and will be difficult to construct and create serious difficulties and inconvenience to the occupiers of Shire House.
- Prime office windows on the rear elevation of Shire House facing the site. The proposed building will be only 3m from the rear elevation resulting in an impact on Right to Light and quality of use.
- Proposed access and egress would compromise the current amenities and access to Shire House.
- Design creates overlooking of Shire House.

Advertisements in local paper/site notices

Four site notices were placed outside the site on 13th June 2014. The application was advertised in the Watford Observer on 20th June 2014.

Statutory consultations

Hertfordshire County Council (Highway Authority)

The Transport Statement states that the proposals are for a car-free development with no vehicles access for the proposed development. In section 6 of the application form indicates that there will be new vehicular and pedestrian access arrangements to the site. The access arrangements shown on Site Plan drawing (ref I4026/006) show there to be a 'Public Highway' area, this will have to be clarified as part of the design checking and

approval process necessary to obtain the Section 278 agreement in order to make changes to the public highway adjoining the site.

Parking: “car-free” developments are likely to result in parking on street which will lead to over-spill on to surrounding residential roads. Nevertheless the development site has good public transport accessibility level. The site is in a Controlled Parking Zone which is a designated area in which all parking places are restricted in order to impact positively on the safety and efficiency of the public highway and protect parking for around the Town Centre.

Planning Obligation: It is the policy of the County and Borough Councils to seek planning obligations to mitigate the effects of development. HCC’s requirements in respect of highways of transport are set out in section 11 of the document ‘Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements)’. Planning obligations so derived would be used on schemes and measures identified in the Southwest Hertfordshire Transport Plan. As an indication of the minimum level that would be sought HCC would require a second strand (pooled) contribution of £11,750. This is based on the rates for 30 flats in accessibility zone 2.

Conclusion: The Site is located in the Town Centre and approximately 600 metre from Watford Junction Station. The development has good connection to passenger transport routes and acceptable walking distance to shops and other local amenities. In this case, “car-free” development would be acceptable. As a consequence Hertfordshire County Council as the Highway Authority does not recommend refusing this application.

Four standard conditions are recommended relating to construction.

Hertfordshire County Council (Property)

I am writing in respect of planning obligations sought towards education, library and fire and rescue services to minimise the impact of development on Hertfordshire County Council Services for the local community. Based on the information received to date for a

development of 30 residential units (comprising 4 x 2-bed flats, 8 x 1-bed flats and 18 studio flats) we would seek financial contributions towards primary and secondary education, nursery education, childcare, youth and library services, together with fire hydrant provision, as set out within HCC's Planning Obligations Toolkit.

When applications are made in outline, HCC's standard approach is to request Table 2 of the Toolkit is referred to and included within any Section 106 deed following identification of service requirements. This approach provides the certainty of identified contribution figures with the flexibility for an applicant/developer to determine the dwelling mix at the reserved matters stage with the financial contribution being calculated accordingly, without the need to enter into a deed of variation in respect of these contributions. This ensures the contributions remain appropriate to the development and thereby meet the third test of Regulation 122 of the Community Infrastructure Levy Regulations 2010: "fairly and reasonably related in scale and kind to the development".

Fire hydrant provision is also sought and should be secured by the standard form of words in a planning obligation.

Thames Water

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

No impact piling shall take place until a piling method statement (detailing the 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.

Environment Agency

We request that the conditions below are added to any planning permission granted. Without these conditions, the proposed development on this site could pose an unacceptable risk to the environment and we would need to object to the application. If you have any queries about this response, please do not hesitate to contact me.

Condition 1

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the local planning authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A site investigation scheme, based on the submitted *Phase I Desk Study Report* (prepared by: BSP Consulting; dated: 22 March 2013; reference: 13109) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

- 2) The results of the site investigation and detailed risk assessment referred to in (1) 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.

- 3) 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 (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Condition 2

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Condition 3

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Condition 4

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Condition 5

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant

unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Police Architectural Liaison/Crime Prevention Officer

Has given general comments relating to Secured by Design standards.

Environmental Health

Land Contamination

The site has a number of potentially contaminative uses, as such the standard contamination condition would be required should planning permission be granted.

Noise

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

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

Any assessment must take into account noise sources including (but not limited to) railway noise and plant in Egale House, the Holiday Inn and The Flag.

2. A ventilation stack was noted on Mitchells & Butlers Training Kitchen, Bridle Path, Watford. Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems published by DEFRA states that flues must not discharge within 20 metres of any building. Plans must be submitted to and agreed by the local planning authority prior to construction demonstrating that the eastern elevation of the development is provided with such ventilation and provision for rapid cooling as to prevent disturbance from odour.

Conservation and Design

The application is in outline form so the elevation and layout details are indicative only.

The two main issues for comment are the impact on the setting of the listed building, The Flag PH, and the proportion of office and residential in an area where employment uses are encouraged.

In terms of the impact on the setting of the listed building, the proposed scheme has been reduced in height towards the building to reduce the impact. It is difficult to tell without views showing the outline of the proposed building superimposed onto the views of the listed building – I am surprised that the heritage statement does not include such images. I have tried to do this myself and feel that generally efforts have been made to reduce the impact on the setting and it is only views such as that shown in image 1.2 of the appendix that the proposed building would impact on the listed building where it would be seen above the roofline of the wing to the main section of the listed building. As the heritage statement notes, the listed building already has an urban back drop but at the moment there is clear sky above the roofline of the building apart from the hotel. The proposed building would fill part of this clear sky to the left of the hotel still leaving clear sky above the remainder; it would be unfortunate for all of the roofline to be subsumed by taller buildings behind it; this would represent a more significant change to the setting but may be difficult to resist if this proposal is permitted. It would be preferable to reduce the height of the residential section of building unless additional information can be supplied to show the quantum can be delivered without filling in the skyline above the roofline of the wing to The Flag.

On this basis it is clear that there will be a negative impact on the setting of the listed building; this would constitute less than substantial harm in terms of the NPPF and should be weighed up against the public benefit of the scheme (para 134). It is difficult to be more precise as we have no clear indication in visual terms from the heritage statement of how the proposed building will impact on the setting (view 1.2). Clearly one of the mitigating arguments regarding quality of the application cannot apply here as this is an outline application.

I am still uncomfortable with an outline approach for a building of this size and where there are issues regarding the setting of a heritage asset. Instinct says that the outline approach being used here is not the right one.

In terms of the proportion of residential floorspace to employment – as submitted there is more employment than residential floorspace (58.7% office to 41.3% residential); generally in what is predominantly an employment area we would expect more office space (as a proportion of the total). The principle of the mixed use is acceptable (check how this compares with other mixed schemes we have approved) and the scheme will provide a net uplift in employment floor space.

APPRAISAL

In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:

- (a) the *Watford Local Plan Part 1 - Core Strategy 2006-31*;
- (b) the continuing “saved” policies of the *Watford District Plan 2000*;
- (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026*; and
- (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*.

Land allocation

On the Proposals Map of the Watford District Plan the site is located within Employment Area E7a (Clarendon Road/Station Road). In the Core Strategy it is located within the Town Centre Special Policy Area (SPA1). The objectives of the Town Centre SPA are to strengthen and consolidate Watford’s position as a regional centre in the retail hierarchy; seek a more balanced provision of town centre facilities and infrastructure, including retail, leisure, entertainment and other town centre uses; seek access improvements for people

of all ages, interest and backgrounds; redevelop the existing shopping centre at Charter Place; and deliver around 3,300-4,200 additional jobs in the wider town centre area in the retail, leisure, office and service sectors. Within the wider town centre, Clarendon Road is identified as the focus for office use.

Principle of development

The site is within the wider Town Centre SPA in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. The Core Strategy sets out the requirement for the provision of at least 7000 new jobs by 2031 to meet strategic objectives and maintain Watford's role as a regional employment centre.

The GVA Employment Study 2010 (forming part of the evidence base for the Core Strategy) identifies potential demand for up to 90,000sqm of B1a office floorspace to 2031. Even if all existing vacant floorspace was taken up, there would still be a demand for 34,600 sqm of new floorspace. This study also highlights the fact that the quality of floorspace is equally important as the quantity. Clarendon Road/Station Road is identified as needing improvement in the quality of stock to compete effectively and attract occupiers. It is important to have not only the right quality and quantity of floorspace but also the right type of space to meet the future employment needs of the Borough and generate new jobs. As a regional centre, it is important that Watford remains an employment destination and does not become merely a commuter town.

Clarendon Road/Station Road is identified as a prime office location and a focus for new office development within the spatial strategy (Policies SS1 and EMP1) . A major strength is its location and proximity to Watford Junction (sustainable access) and the town centre core (other services). It is important that this area remains the focus for new job creation and that opportunities for this are recognised and taken. Replacing redundant and outdated building stock (such as the buildings currently on the application site) that no longer meets the requirements of modern employers represents a prime opportunity to achieve this. The Council expects approximately 3,300-4,200 new jobs to be created within the wider town centre area. Any development proposals in Clarendon Road/Station

Road employment area will therefore need to demonstrate clearly that they will contribute to growth in employment in the medium and longer term to 2031.

The office element of the proposed mixed-use scheme is in accordance with the employment land allocation of the Watford District Plan and the wider employment objectives of the Core Strategy. It will increase not only the quantity of office floorspace on the site but also the quality, delivering modern, high quality floorspace to replace the current out-dated floorspace. However, the residential element of the proposed scheme is not strictly in accordance with either the land allocation or the Core Strategy, where the focus is on employment generating uses in Clarendon Road/Station Road employment area and office uses in particular. The inclusion of the residential element in the scheme therefore needs careful consideration.

The site is within the wider town centre area where an element of new residential development is considered appropriate and is expected (Policy SS1). However, any residential development that is provided must not undermine the key objectives of the Core Strategy and the Town Centre SPA to deliver the range of town centre uses and facilities necessary to consolidate and strengthen Watford's position as a regional centre and a significant number of additional jobs. In this respect, the Council's Employment Market Assessment (which also forms part of the evidence base for the Core Strategy) acknowledges that demand for office space in Watford has been reduced in recent years, in part due to the change in demand for large scale office buildings and also the difficult economic conditions. As a result, funding for large, speculative office buildings is very difficult to secure.

The proposed mixed-use scheme for the application site will ensure that new employment opportunities are still provided and that the overall scheme remains employment led, whilst the residential element will help to secure funding and make efficient use of the land. The residential element is compatible with the office use within the scheme as well as the office and hotel uses adjoining the site. In conclusion, it is considered that the proposal does accord with the overall objectives of the Core Strategy.

Layout and design

The site is relatively small and rectangular in shape with a frontage to Bridle Path at its eastern and western ends. The proposed building covers 100% of the site area with a new frontage to Bridle Path at each end. At its western end the building has 8 storeys of accommodation and is a similar height to the adjacent Holiday Inn building to the north and the Egale House office buildings to the west fronting St Albans Road. The ground and first floor is proposed as office use with the upper 6 floors for residential use. At its eastern end, the building has 5 storeys of accommodation, all for office use, with the top storey set back from the frontage. This element of the building is lower in order to reflect the lower scale of the listed Benskin House, occupied by The Flag public house, to the east. In between these two elements, the central section of the building is 2 storeys high, both for office use. Overall, the scale of the building is considered appropriate for this location, subject to a more detailed assessment of its impact on adjoining buildings.

As the application is in outline with appearance a reserved matter, the actual design of the building is not for approval at this stage. However, an illustrative design has been submitted which shows the applicant's current intentions for the building. Due to the narrow width of the site, the building has a strong vertical emphasis with the windows shown to be arranged in 3 vertical columns on both the western and eastern elevations. The different uses within the building can be distinguished by the different window designs, with the office windows being pairs of narrow vertical windows and the windows to the flats being horizontal windows. The indicative materials are brick and render. This is considered to be an acceptable design approach for the site.

Townscape and visual impacts

The immediate area of Bridle Path contains a variety of different commercial buildings. These vary in scale from single storey to 8 storey. The 8 storey element at the western end of the site will be seen in the context of the 8 storey Holiday Inn and the 4/5 storey office buildings of Egale House. It will also close off the view between the two Egale House buildings from St Albans Road and form a new frontage to Bridle Path. In this

context, the proposed building will have a limited but positive impact on the streetscene of St Albans Road and will enhance the streetscene of Bridle Path. The 5 storey element at the eastern end of the site will primarily be seen as a 4 storey building due to the set back of the top floor. On this eastern side of Bridle Path, this element of the building will be seen in the context of the 2 storey Shire House building and the parking areas to the rear of the Holiday Inn hotel and Benskin House. This section of Bridle Path has a poor streetscene and environment and the proposal will enhance this. The building will have a limited impact on Station Road and Clarendon Road due to it being set back behind existing buildings.

The building will also be visible in some more distant views of the site, principally from the south. From the north, views of the building will be screened by the existing Egale House and Holiday Inn buildings. From the south, the building will be visible, from limited vantage points, from St Albans Road, Station Road, Clarendon Road and Woodford Road. In each case, the building will be seen alongside the existing Holiday Inn and Egale House buildings. In this context, the building will sit comfortably alongside these buildings as part of a cluster of taller buildings and will not appear unduly prominent or overbearing in these views.

Heritage assets

There are no heritage assets on the application site but the site is in close proximity to the listed building of Benskin House to the east. This has a grade II listing and comprises the 3 storey former hotel building facing Watford Junction station and the 2 storey former stables range fronting Station Road and extending along Bridle Path to the rear, although the listing description refers only to the 3 storey former hotel building. The site also includes an open car park at the rear, accessed off Bridle Path, opposite the eastern end of the application site.

The closest part of the proposed building to the listed building is the office element at the eastern end of the site. This is sited only 13m from the 2 storey stable block at its closest point. This will change the immediate setting of the listed building although the 2 storey

Shire House (with mansard roof) adjoining the application site is only 8m away at its closest point. The proposed building will face directly towards the open rear car park. The stable block is the less important part of the listed building and is not referred to in the listing description. Its setting and context is very different to that of the main 3 storey building.

The main listed building, the former hotel, is sited 64m to the south-east of the application site with the 2 storey stable range sited in between. Views of this building are principally from Station Road, its junction with Clarendon Road and from Woodford Road to the east. In each of these views, the listed building is seen in the context of taller buildings. To the front, adjacent to the building, is the Iveco House building sited above Watford Junction station. It is part 6 storeys, part 9 storeys in height with a large plant room, and visually dominates the junction of Clarendon Road and Station Road. To the rear, the tall buildings of the Holiday Inn and Egale House form the backdrop to views of the listed building. The proposed building, in particular the 8 storey element, will be an additional tall building within this context, seen alongside the Holiday Inn to the rear of the listed building. The lower 5 storey element will be significantly less visible behind the listed building. In views from Woodford Road and the junction with Clarendon Road, the existing Holiday Inn building is actually screened from view by the main building of Benskin House. As such, it is not considered that the proposed building will have any significant adverse impact on the setting of the listed building. Having regard to the land allocation of the site and the policies of the Core Strategy to encourage higher density development in the town centre and other highly sustainable locations, it is considered that this minor level of harm is outweighed by the benefits of the proposed scheme.

General housing policies

The application site is located within the Town Centre Special Policy Area of the Core Strategy. Policy SS1 states that within the town centre higher density homes will be delivered. The proposal accords with this wider strategic aim and is acceptable.

Although the details of the proposed units are not for approval at this stage, floor plans have been submitted that allow an assessment to be undertaken. The illustrative plans show 20 studio flats, 6 one bed flats and 4 two bed flats. Although schemes would normally comprise primarily one and two bed units with relatively few studio units, there is no objection in principle to studio flats being provided. This is therefore considered to be an acceptable mix of units for a scheme of this nature and accords with aims of Policy HS2 of the Core Strategy. Policy HS3 of the Core Strategy requires 35% of the units to be provided as affordable units. The policy requires these to be provided as a mix of tenures comprising 65% affordable rent, 20% social rent and 15% intermediate tenures. In practice, it is often difficult to achieve this mix, especially within a single block of this nature and where relatively small numbers of units are involved. On a number of other schemes, single tenure affordable housing has been considered acceptable, either as affordable rent or intermediate tenures (shared ownership). For example, on recently approved schemes at 32, Clarendon Road and 36, Clarendon Road, the units were all provided as intermediate tenures. In this case, it is considered acceptable that the required affordable units (11 units if 30 units are to be provided) could be single tenure, either for affordable rent or intermediate tenures.

Policy UD1 of the Core Strategy sets out the design principles for achieving high quality design. There is no reason why these criteria cannot be achieved at detailed design stage.

With regard to internal floor areas, the application was submitted before the adoption of the new Residential Design Guide and the updated standards this contains. The table below shows the illustrative floorareas compared to the minimum standards of SPG6 and the recently adopted (23rd July 2014) Residential Design Guide.

	Proposed (illustrative)	SPG6 (excluding bathrooms and storage)	RDG 2014
Studio	34-36m ²	29.5m ²	37m ²
1 bed (2 person)	50m ²	29.5m ²	50m ²
2 bed (3 person)	68m ²	38m ²	61m ²

The proposed floor areas are significantly in excess of the minimum standards of SPG6. The floor areas of the 1 and 2 bed units meet or exceed the increased standards of the RDG 2014. The studio units are slightly below the RDG standards by 1-3m².

Impacts on adjoining properties

All of the surrounding properties are in commercial use, either as offices or a hotel. As such, the levels of outlook, privacy and natural light are not considered as important as for residential properties. Whilst the proposed building will be directly visible from one of the Egale House office buildings and the Holiday Inn hotel, it will not have any significant adverse impact on these properties. With regard to Shire House, this building has windows on its rear (northern) elevation sited only 3m from the boundary of the site. These windows will suffer a loss of outlook and natural light as a result of the proposal. However, notwithstanding any Right to Light that may apply (which is not a material planning consideration), it is not reasonable for the outlook and light to these windows over the application site to be maintained at the expense of prejudicing the development of the application site.

Residential amenity

The illustrative flats will have adequate internal floor areas to ensure sufficient internal space for future occupiers and acceptable layouts. All of the proposed flats are shown to be in the 8 storey, western element of the building, located at 2nd-7th floor levels above the ground and first floor office floorspace. The studio and 1 bed flats are shown to be single aspect and the 2 bed flats to be multi-aspect. These details may change at reserved matters stage but allow an initial assessment to be made.

The majority of the studio flats will have a western aspect within the main front elevation of the building. The majority of the flats will face between the two Egale House buildings towards St Albans Road. This will ensure good outlook and natural light. The flats at the southern end of this elevation will face one of the Egale House office buildings at a distance of 18.5m. This is less than the 22m minimum normally required for facing

buildings and will mean that these units will have a lower level of outlook, natural light and privacy. However, this relationship occurs across a public highway (Bridle Path) and is not an unusual relationship in this respect. With regards to privacy, the office building has dark tinted glass and those windows directly facing the site are to a main stair core. The offices will also generally be unoccupied during evenings and weekends when the flats will be occupied, thereby ensuring no significant loss of privacy.

The 1 bed flats will have an eastern aspect, looking across the site towards the 5 storey office element at a distance of 16.5m. This is also less than the normal minimum distance of 22m. In this case, the rear (western) elevation of the office element is shown as not containing any windows and will, therefore, not give rise to any loss of privacy. The lower height of the office element will mean that the flats will receive acceptable levels of outlook and natural light.

The 2 bed flats are located within a projecting wing and have windows facing south, east and north. The principal windows face south and are shown to be angled in a south-easterly direction in order to avoid prejudicing the potential development of the adjoining Shire House site. This is acceptable. All of the flats will have adequate levels of outlook, natural light and privacy.

Due to the site being located close to the railway lines (32m to the north-east), all of the proposed flats could potentially suffer noise nuisance from rail traffic. Environmental Health have also identified other potential sources of nuisance from the plant rooms of the adjacent office and hotel buildings (noise) and the kitchens of the public house (odours). Although a noise assessment has been submitted with the application, this is considered to be inadequate and Environmental Health have requested further survey work and analysis to be undertaken and appropriate mitigation measures to be incorporated into the design of the flats. As the application is only in outline, it is appropriate to secure this by condition.

Transportation, access and parking

The site is in a highly accessible location with Watford Junction station and its associated bus interchange located just 130m to the east. This gives access to a wide range of rail and bus services. Further bus services are accessible within the town centre located 800m to the south together with a full range of town centre shops, services and facilities. The site is also easily accessible by foot and cycle. In light of this high level of accessibility and the small site area, the development is proposed to be car-free. This is acceptable in this location.

The proposed flats will need to be excluded from the local controlled parking zone to ensure that future residents will not be entitled to parking permits, thereby preventing any additional on-street parking on the surrounding roads. This will require a payment of £2,000 to cover the costs of varying the local Traffic Regulation Order and will be secured by a Section 106 planning obligation.

The existing site has two vehicular access points from Bridle Path, one at its eastern end and one at its western end. These will be closed off as part of the development and the details can be secured by condition. At the western end of the site, the public highway currently forms an unmade apron between the edge of the carriageway and the site boundary. Adjoining this is an unmade strip of land over which the application site has a right of access. It is proposed that these two areas of land will be resurfaced as part of the proposal. This area is of sufficient size to accommodate a 10m service vehicle which will allow servicing of the offices and residential flats clear of the carriageway.

The development will also be required to make a payment towards the provision or improvement of sustainable transport measures in the Borough, in accordance with Policies T5 and INF1 of the Core Strategy and the County Council's Planning Obligations Toolkit. As the application is in outline, the actual payment will be dependent on the number and size of flats and the amount of office floorspace proposed at reserved matters stage.

Flood risk and drainage

The site is within Flood Zone 1 with minimal risk of flooding from all sources. It is also located within a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water abstraction point. As such, and having regard to the potential for land contamination, the Environment Agency has requested a condition to ensure no infiltration of surface water without the approval of the Local Planning Authority. In order to minimise the risk of flooding post-development, a surface water drainage strategy can be secured by condition.

Sustainability, energy and waste

The site is within Special Policy Area 1 Town Centre and, as such, will be expected to exceed current best practice for sustainable design. The Council's emerging Development Management Policies SPD, which underwent a first stage public consultation in November-December 2013, requires all development within Special Policy Areas to achieve Code Level 4 of the Code for Sustainable Homes for residential development and a BREEAM rating of Very Good for commercial development. Design stage interim certificates and post-construction final certificates to confirm that these levels have been achieved can be secured by condition.

Both the Code for Sustainable Homes and BREEAM assessments have waste management as an integral component and the Council's policies also require adequate bin storage provision for waste and recycling as part of all new development. Separate bin stores for the office and residential elements of the development can be secured by condition. These measures will ensure that the development is of a sustainable construction and will encourage waste to be managed and reduced on site, in accordance with the policies of the County Council's Waste Core Strategy and Development Management Policies.

Open space and children's play space

The site is unable to provide any open space or children's playspace due to the 100% site coverage and the high density nature of the proposal. The site lies within an area of deficit

of open space on the Proposals Map of the Watford District Plan 2000 and is not within 200m of a children's play area. As such, financial contributions are sought of £2,472 per unit for open space and £985 per unit of 2 or more bedrooms, in accordance with policies L8 and L9 of the District Plan and the contributions set out in SPG 10.

Planning obligation

The development proposed in this application is one where, in accordance with Policy INF1 of the Watford Local Plan Core Strategy, the Council will normally require the applicant to enter into a planning obligation to provide contributions towards the provision or improvement of community facilities and infrastructure. Under Regulation 122 of the Community Infrastructure Levy Regulations 2010, where a decision is made which results in planning permission being granted for development, a planning obligation may only constitute a reason for granting planning permission for that development if the obligation is:

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

Policies T3, T4, T5 and INF1 of the Watford Local Plan Core Strategy 2006-31 and saved policies H10, L8 and L9 of the Watford District Plan 2000, together with *SPG 10: Open Space Provision*, recognise that cumulative small developments within the urban area of Watford can produce significant additional demands for services and facilities in the same way that a smaller number of larger developments would. However, unlike larger developments which can often accommodate some provision of these services and facilities within the site, smaller developments are clearly unable to do so and it would be unreasonable to expect them to. It is therefore reasonable to expect the applicant in such cases to make a financial contribution towards improved services and facilities within the Borough.

Most new residential developments within Watford comprise fewer than 50 dwellings. The Council seeks financial contributions on a per unit basis from all new residential developments. This is considered to be a reasonable approach as it ensures that all such developments make contributions on an equal basis, with actual payments determined by the number and, in some cases, the size of the units proposed. This approach therefore does not disadvantage applicants proposing larger developments within the Borough, but rather ensures that all applicants make payments in proportion to the additional demand on services and facilities that their development will generate.

The Council's approach to seeking financial contributions by means of a planning obligation is fully in accordance with the advice set out in paragraphs 203 to 205 of the National Planning Policy Framework. In each case, the contributions received are pooled together in order to accumulate sufficient funds for the Council and the County Council to undertake capital works within the Borough. Given the small size of the Borough, this is considered to be a reasonable and acceptable approach to the provision of new or improved services and facilities and accords with paragraphs 203 to 205 of the National Planning Policy Framework.

As the application is in outline at this stage, the actual contributions relating to the proposed development will be calculated at reserved matters stage having regard to the number and size of dwellings, in accordance with the Hertfordshire County Council's Planning Obligations Toolkit (adopted January 2008) and the relevant policies of the Watford Local Plan Core Strategy 2006-31 and Watford District Plan 2000. As such, the contributions will be directly related to the proposed development, will be fairly and reasonably related in scale and kind to that development and will be necessary to make the development acceptable in relation to those policies. Accordingly, the requirement for such contributions meets the tests in Regulation 122 of the Community Infrastructure Regulations 2010 and, consequently, the planning obligation can be taken into account as a material planning consideration in the determination of the application.

The scheme will also need to secure the provision of necessary fire hydrants, as required, to serve the development.

Consideration of objections received

Objections	Officer's response
<p>Proposal represents a serious overdevelopment of the site. Building will dwarf Shire House.</p>	<p>The proposed building is of a similar scale to surrounding buildings, including Egale House and the Holiday Inn.</p>
<p>Building covers 100% of the site and will be difficult to construct and create serious difficulties and inconvenience to the occupiers of Shire House.</p>	<p>Other buildings cover 100% of their site, this is not in itself inappropriate. Construction matters are not a material planning consideration.</p>
<p>Prime office windows on the rear elevation of Shire House facing the site. The proposed building will be only 3m from the rear elevation resulting in an impact on Right to Light and quality of use.</p>	<p>Right to Light is a private matter. Any windows overlooking the site should not prejudice the development of the site. None of the windows are to residential units.</p>
<p>Proposed access and egress would compromise the current amenities and access to Shire House.</p>	<p>The proposed development is car-free and has no vehicular access. The access and amenities of Shire House will not therefore be compromised by the proposal.</p>
<p>Design creates overlooking of Shire House.</p>	<p>Some overlooking of Shire House will occur but as this is in office use, it is not considered that this will give rise to any harm.</p>

Conclusion

The office element will result in the provision of new office floorspace on the site and will contribute towards providing new employment within the Borough, in accordance with the Core Strategy. Although the residential element is not strictly in accordance with the land allocation, the scheme remains employment led and is considered to accord with the overall objectives of the Core Strategy.

The submitted illustrative drawings show an 8 storey building at the western end of the site and a 5 storey building at the eastern end, linked by a 2 storey element. Illustrative floorplans show how the proposed number of flats and amount of office floorspace could be accommodated on the site, within a car-free scheme. These drawings allow an assessment of the proposal to be made against the policies of the Core Strategy and the saved policies of the Watford District Plan 2000. Overall, this is considered to be an acceptable level of development for the site.

HUMAN RIGHTS IMPLICATIONS

The Local Planning Authority is justified in interfering with the applicant's Human Rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity.

RECOMMENDATIONS

- (A) That planning permission be granted subject to the completion of a planning obligation under s.106 of the Town and Country Planning Act 1990 to secure the following contributions and other provisions and subject to the conditions listed below:

Section 106 Heads of Terms

- i) To secure financial payments to the Council of:
 - a) A payment of £2,472 (index linked) per dwelling towards the provision and improvement of open space in the Borough in accordance with Policy L8 of the Watford District Plan 2000;
 - b) A payment of £985 (index linked) per dwelling of 2 or more bedrooms towards the provision and improvement of children's playspace in the Borough in accordance with Policy L9 of the Watford District Plan 2000;
 - b) £350 towards the monitoring of the agreement.

- ii) To secure financial payments to the County Council based upon the charges in Table 1 and Table 2 of 'Planning Obligations Guidance – Toolkit for Hertfordshire' (January 2008) as follows:
 - a) A payment (index linked) based upon Table 1 towards the implementation of the South West Hertfordshire Transport Strategy and sustainable transport measures in Watford in accordance with Policies T3, T4, T5 and INF1 of the Watford Local Plan Core Strategy 2006-31;
 - b) A payment (index linked) based upon Table 2 towards the provision of secondary education facilities for Watford in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and Policy H10 of the Watford District Plan 2000;
 - c) A payment (index linked) based upon Table 2 towards the provision of primary education facilities for Watford in accordance with Policy INF1 of the

Watford Local Plan Core Strategy 2006-31 and Policy H10 of the Watford District Plan 2000;

- d) A payment (index linked) based upon Table 2 towards the provision of nursery education facilities for Watford in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and Policy H10 of the Watford District Plan 2000;
 - e) A payment (index linked) based upon Table 2 towards the provision of youth facilities for Watford in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and Policy H10 of the Watford District Plan 2000;
 - f) A payment (index linked) based upon Table 2 towards the provision of childcare facilities for Watford in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and Policy H10 of the Watford District Plan 2000;
 - g) A payment (index linked) based upon Table 2 towards the provision of library facilities for Watford in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and Policy H10 of the Watford District Plan 2000.
- iii) To secure the provision of 35% of the dwellings as affordable dwellings, which shall be for affordable rent and/or for intermediate tenures, in accordance with Policy HS3 of the Watford Local Plan Core Strategy 2006-31.
 - iv) To secure the provision of necessary fire hydrants as required to serve the development.

Conditions

1. Approval of the details of the appearance, landscaping, layout and scale (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority before any development commences.

Reason: To comply with the provisions of Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.

2. Application(s) for approval of the 'reserved matters' must be made not later than the expiration of three years from the date of this permission.

The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matter to be approved.

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Construction of the development hereby permitted shall not take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays and not at all on Sundays and Public Holidays unless agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed.

4. No development shall commence until the scheme has been registered with the Considerate Constructors Scheme and a certificate of registration has been submitted to the Local Planning Authority. The construction shall be carried out in accordance with the requirements of this scheme.

Reason: To safeguard the amenities of neighbouring properties and prevent obstruction of the adjoining highway during the time that the development is being constructed.

5. No construction works shall commence until design stage certificates to demonstrate that the proposal will achieve Code Level 4 of the Code for Sustainable Homes (residential element) and BREEAM Very Good (office element) have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until post-completion certificates, to certify that the respective Code Level 4 and BREEAM Very Good standards have been achieved, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To accord with Policies SD1, SD2 and SD3 of the Watford Local Plan Core Strategy 2013.

6. No development shall commence until detailed plans showing the existing and proposed ground levels within the site, the floor levels of each storey and the heights of the proposed building have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

Reason: To ensure that the proposed buildings and any other changes in level on the site maintain a satisfactory relationship between the development and existing properties to safeguard the character and appearance of the street and the privacy

and amenities of neighbouring uses in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

7. No development approved by this planning permission shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the Local Planning Authority:

- (1) A site investigation scheme, based on the submitted *Phase I Desk Study Report* (prepared by: BSP Consulting; dated: 22 March 2013; reference: 13109) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (2) The results of the site investigation and detailed risk assessment referred to in (1) 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.
- (3) 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 (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components shall require the express written approval of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: The development site itself and the surrounding area have included a number of potentially contaminative land uses over a number of years, including gas works, saw mills, railways works and car servicing. These uses may have lead to contamination of the site. The site is located in a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water

abstraction point. It is therefore critical that any contamination is adequately characterised and remediated so that it does not pose a risk to this groundwater resource.

8. No part of the development hereby permitted shall be occupied until a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: The development site itself and the surrounding area have included a number of potentially contaminative land uses over a number of years, including gas works, saw mills, railways works and car servicing. These uses may have lead to contamination of the site. The site is located in a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water abstraction point. It is therefore critical that any contamination is adequately characterised and remediated so that it does not pose a risk to this groundwater resource.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has (a) submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination is to be dealt with and (b) obtained written approval of that remediation strategy from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: The development site itself and the surrounding area have included a number of potentially contaminative land uses over a number of years, including gas works, saw mills, railways works and car servicing. These uses may have lead to contamination of the site. The site is located in a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water abstraction point. It is therefore critical that any contamination is adequately characterised and remediated so that it does not pose a risk to this groundwater resource.

10. No infiltration of surface water drainage into the ground shall take place except with the express written approval of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: The development site itself and the surrounding area have included a number of potentially contaminative land uses over a number of years, including gas works, saw mills, railways works and car servicing. These uses may have lead to contamination of the site. The site is located in a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water abstraction point. It is therefore critical that any contamination is adequately characterised and remediated so that it does not pose a risk to this groundwater resource.

11. No piling or the construction of any foundation using penetrative methods shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and a piling methodology) has been submitted to and approved in writing by the Local Planning Authority. The piling method statement shall be designed to minimise the risk of pollution to groundwater and damage to

subsurface sewerage infrastructure. The development shall be carried out in only accordance with the approved details.

Reason: The development site itself and the surrounding area have included a number of potentially contaminative land uses over a number of years, including gas works, saw mills, railways works and car servicing. These uses may have lead to contamination of the site. The site is located in a Source Protection Zone 2, indicating that groundwater beneath the site will directly feed a public drinking water abstraction point. Piling or other penetrative methods can create preferential pathways for existing contamination to affect groundwater resources. Piling may also result in damage to subsurface sewerage infrastructure.

12. No plant or equipment shall be installed on the approved building until an acoustic assessment has been submitted to and approved in writing by the Local Planning Authority which demonstrates that the sound pressure level from the plant or equipment will be at least 10dB below the lowest LA₉₀ (15 minute) noise level measured at 1m from the adjoining residential units when all plant and equipment is operational. The assessment shall include appropriate noise mitigation measures. All plant and equipment shall be installed as approved and no plant or equipment shall be brought into operation until the approved mitigation measures have been installed.

Reason: To ensure the operation of the plant and equipment does not give rise to noise nuisance to the future residential occupiers of the development, in accordance with Policy SE22 of the Watford District Plan 2000.

13. No construction shall commence until an acoustic assessment has been submitted to and approved in writing by the Local Planning Authority which demonstrates that the standard for indoor ambient noise levels for dwellings defined in BS 8233:2014 is achieved in the living rooms and bedrooms of all units within the development. This standard shall be met whilst any equipment designed to provide for rapid

cooling and ventilation is functioning. Any assessment must take into account noise sources including (but not limited to) railway noise and plant situated at Egale House, the Holiday Inn and The Flag public house.

Reason: To ensure that the proposed residential units are not adversely affected by noise, in accordance with Policy SE22 of the Watford District Plan 2000.

14. The height of the buildings shall not exceed eight levels of accommodation above ground at the western end of the site and five levels of accommodation above ground at the eastern end of the site.

Reason: In the interests of the character and appearance of the area pursuant to Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

15. The gross internal floorspace of the office use shall comprise a minimum of 55% of the gross internal floorspace of the building.

Reason: To ensure the development is office led with office use comprising the primary use, in accordance with Policies SS1 and EMP1 of the Watford Local Plan Core Strategy 2006-31 and the employment land allocation on the Proposals Map of the Watford District Plan 2000.

16. All residential units shall have floor areas that accord with the minimum standards in the Residential Design Guide 2014.

Reason: To ensure the proposed units provide adequate internal floorspace for the future occupiers.

17. The development shall incorporate separate bin and cycle stores for the office use and residential units in accordance with the policies and standards of the Watford Local Plan Core Strategy 2006-31 and the saved policies of the Watford District

Plan 2000 (or any subsequent replacement policies and standards). The respective stores shall be retained at all times for bin storage and cycle storage only and shall not be used for any other purpose.

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

18. No part of the development shall be occupied until the existing vehicular access points on Bridle Path have been closed off and the adjacent footways and kerbs have been reinstated, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

Informatives

1. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure financial contributions towards the provision or improvement of open space, children's play space, education facilities, childcare facilities, youth facilities, library facilities and sustainable transport measures within the Borough of Watford. It also secures the provision of necessary fire hydrants to serve the development and the provision of 35% of the dwellings as affordable housing units.

2. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended. The Council also gave pre-application advice on the proposal prior to the submission of the application and undertook discussions with the applicant's agent during the application process.

Drawing numbers

L4026 023 (Survey)

L4026 005A (Location Plan)

L4026 006B (Site Plan)

(B) In the event that an acceptable planning obligation under Section 106 of the Town and Country Planning Act 1990 has not been completed by 1st September 2014 in respect of the Heads of Terms set out above, the Development Management Section Head be authorised to refuse planning permission for the application for the following reasons:

1. The proposal fails to contribute towards the implementation of sustainable transport measures forming part of the South West Hertfordshire Transportation Strategy, either in the form of off-site highway works or commuted payments and as such is contrary to Policies T3, T4, T5 and INF1 of the Watford Local Plan Core Strategy 2006-31.
2. The proposal fails to contribute to the provision or improvement of community facilities (education, youth and childcare facilities, libraries and health facilities) in the Borough and as such is contrary to Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and saved Policy H10 of the Watford District Plan 2000.

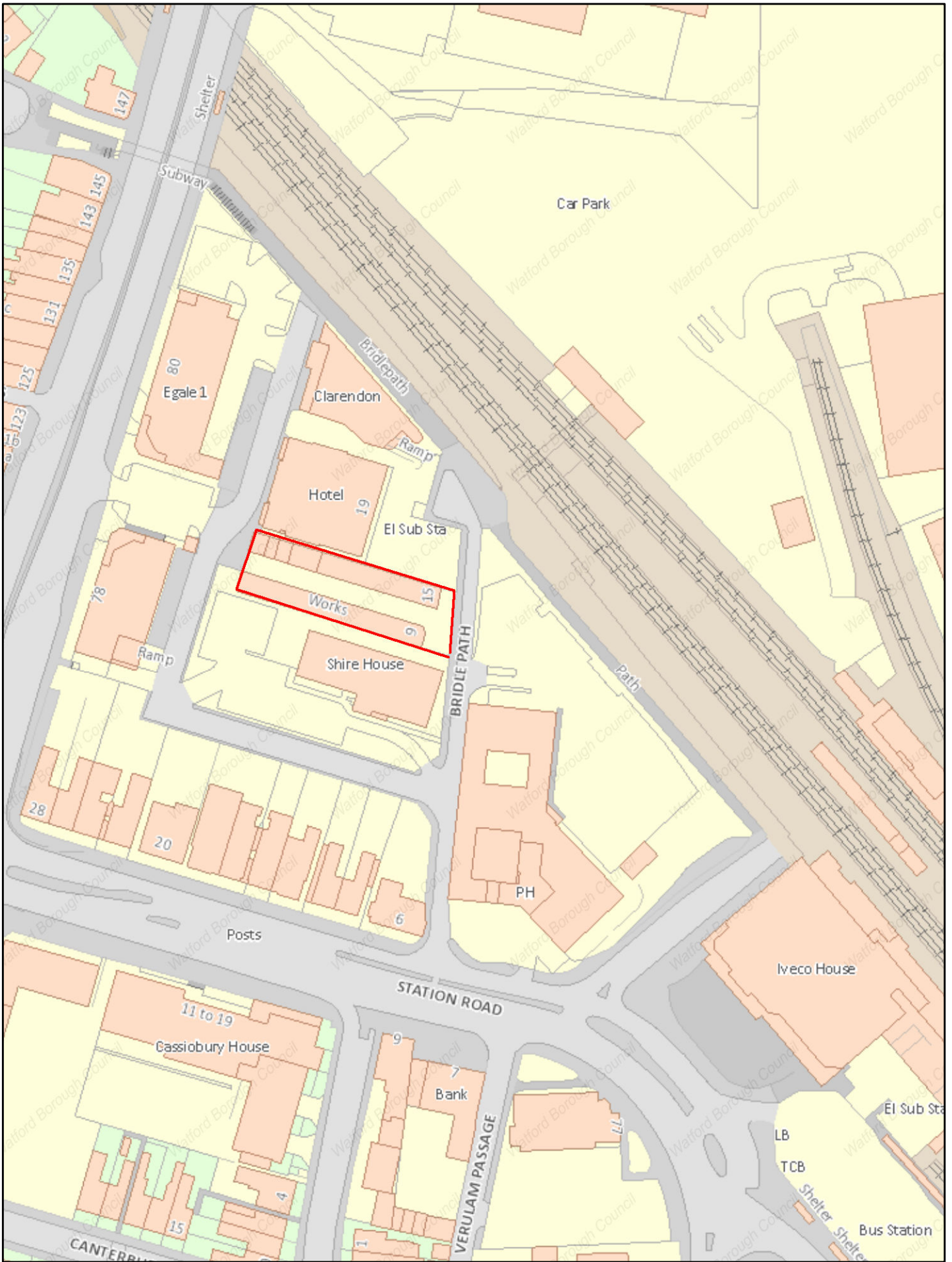
3. The proposed development fails to make provision for public open space or children's play space, either in the form of on-site works or commuted payments, and as such is contrary to Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and saved policies L8 and L9 of the Watford District Plan 2000.
 4. The proposal fails to make provision for affordable housing on-site and as such is contrary to Policy HS3 of the Watford Local Plan Core Strategy 2006-31.
 5. The proposal fails to make provision for fire hydrants to serve the development and as such is contrary to Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and saved Policy H10 of the Watford District Plan 2000.
-

Case Officer: **Paul Baxter**

Tel: **01923 278284**

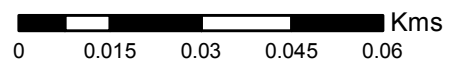
Email: **paul.baxter@watford.gov.uk**

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7, 9, 15 Bridle Path

Date: 19/08/2014



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DEVELOPMENT CONTROL COMMITTEE

28th AUGUST 2014

UPDATE SHEET

Item 6

14/00555/OUTM – 7, 9, 15 Bridle Path

AMENDED RECOMMENDATION

The applicant has requested an extension of time to 13th October 2014 for the completion of the s.106 undertaking. This has been agreed by the Development Management Section Head. Recommendation (B) is therefore amended to require the submission of the s.106 undertaking by 10th October 2014. This will allow time for the undertaking to be checked and planning permission to be issued.

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PART A

Report of: **DEVELOPMENT MANAGEMENT SECTION HEAD**

Date of Committee: **28th August 2014**
Site address: **Boundary Way estate**

Reference Number: **14/00859/FULM**
Description of Development: **Demolition of 24 flats, shop and community building and removal of garages and creation of 56 new 1, 2 and 3 bed homes consisting of two to three storey buildings together with new shop, community facilities including community gardens, parking, landscaping and alterations to main carriageway (Duplicate application to Three Rivers District Council).**

Applicant: **Watford Community Housing Trust**
Date received: **16th June 2014**
13 week date(major): **15th September 2014**
Ward: **Woodside**

SUMMARY

This application is for the redevelopment of a significant part of the Boundary Way estate to provide new affordable dwellings, improved car parking provision and environmental enhancements. The development includes 7 development areas within the estate and involves the demolition of 2 blocks of flats (24 flats), the shop and flat above, the community facility and 15 rows of lock-up garages. A new shop and flat, community facility and 55 new dwellings are to be erected in 2 and 3 storey buildings across the

7 development areas. Two existing play areas are to be renewed and a new community garden created. New parking provision is to be provided in the form of open parking courts and on-street parking bays and environmental enhancements will consist of new hard surfacing and tree and shrub planting both within the development areas and along Boundary Way itself.

As the estate straddles the boundary with Three Rivers District Council, a duplicate application has also been submitted to them. In each case, the local planning authority can only deal with that part of the development within its jurisdiction. The applicant will need to secure planning permission from both authorities in order to undertake the development.

A decision on this application was deferred at the Committee meeting on 7th August 2014 to allow a member site visit to be undertaken. Arrangements were made for this to take place on 27th August.

The proposal will achieve significant improvements to the layout and appearance of the site with the removal of poorly sited lock-up garages and the creation of open, landscaped parking courts. New dwellings will front the highway and overlook the parking courts, enhancing the street scene and providing passive surveillance. The central area of the site will also be rejuvenated with new dwellings and a new shop, community facility and community garden with improved accessibility to form a new focus to the estate. The scale and design of the new dwellings will complement the existing dwellings, particularly those that have recently benefited from external wall cladding, whilst also forming new landmark buildings within the estate.

The removal of the underused lock-up garages will allow the provision of increased and improved parking facilities across the estate and address existing parking issues identified by residents. Overall, the proposal will significantly enhance the estate in terms of its layout, appearance, landscaping and car parking as well as providing a net increase of 31 affordable dwellings.

The Development Management Section Head therefore recommends that planning permission be granted, subject to the completion of a s.106 planning obligation and appropriate conditions, as set out in the report.

BACKGROUND

Site and surroundings

The Boundary Way estate is located off Horseshoe Lane and straddles the northern boundary of the Borough with Three Rivers District Council. Approximately 35% of the estate falls within Watford Borough and 65% within Three Rivers District. Furthermore, following transfer of the estate from local authority control, the eastern part of the estate is owned by Watford Community Housing Trust and the western part by Thrive Homes, with the exception of individual properties purchased under Right to Buy options. Ownership is further complicated by the fact that the garage blocks within western part of the site have remained in the ownership of Three Rivers District Council whilst those in the eastern part were transferred to Watford Community Housing Trust.

The estate comprises primarily 2 storey houses (250) but also includes 7 blocks of 3 storey flats (78) sited within the central part of the estate. The estate is unusual for various reasons. It is served by a single, one-way road, Boundary Way, which has its entrance off Horseshoe Lane to the west and its exit onto Horseshoe Lane to the east. Through a rather tortuous route, it links up the various parking courts and garage blocks within the estate. The estate itself was designed following the 'Radburn' principles of site layout, creating an inward looking estate where roads, parking areas, footpaths and dwellings were intended to function separately. Consequently, the whole estate turns its back on Horseshoe Lane, the parking and garage courts are often distant from the dwellings they serve, and the dwellings are reached by a confusing network of footpaths across the estate. Designed to achieve 'maximum density with maximum privacy' the houses generally have no windows on the front elevations and, consequently, the network of

footpaths is rarely overlooked and they benefit from little passive surveillance. Many of the garage blocks are sited on the road frontage and consequently create a poor street scene.

Proposed development

The proposed development is wide ranging across the estate and comprises many elements. Duplicate applications have been submitted to both councils although each council will have the jurisdiction to deal with only that part of the development within its boundary. For the purposes of clarity, the whole development proposal is summarised below. Seven development sites are proposed within the estate, as follows:

Site A

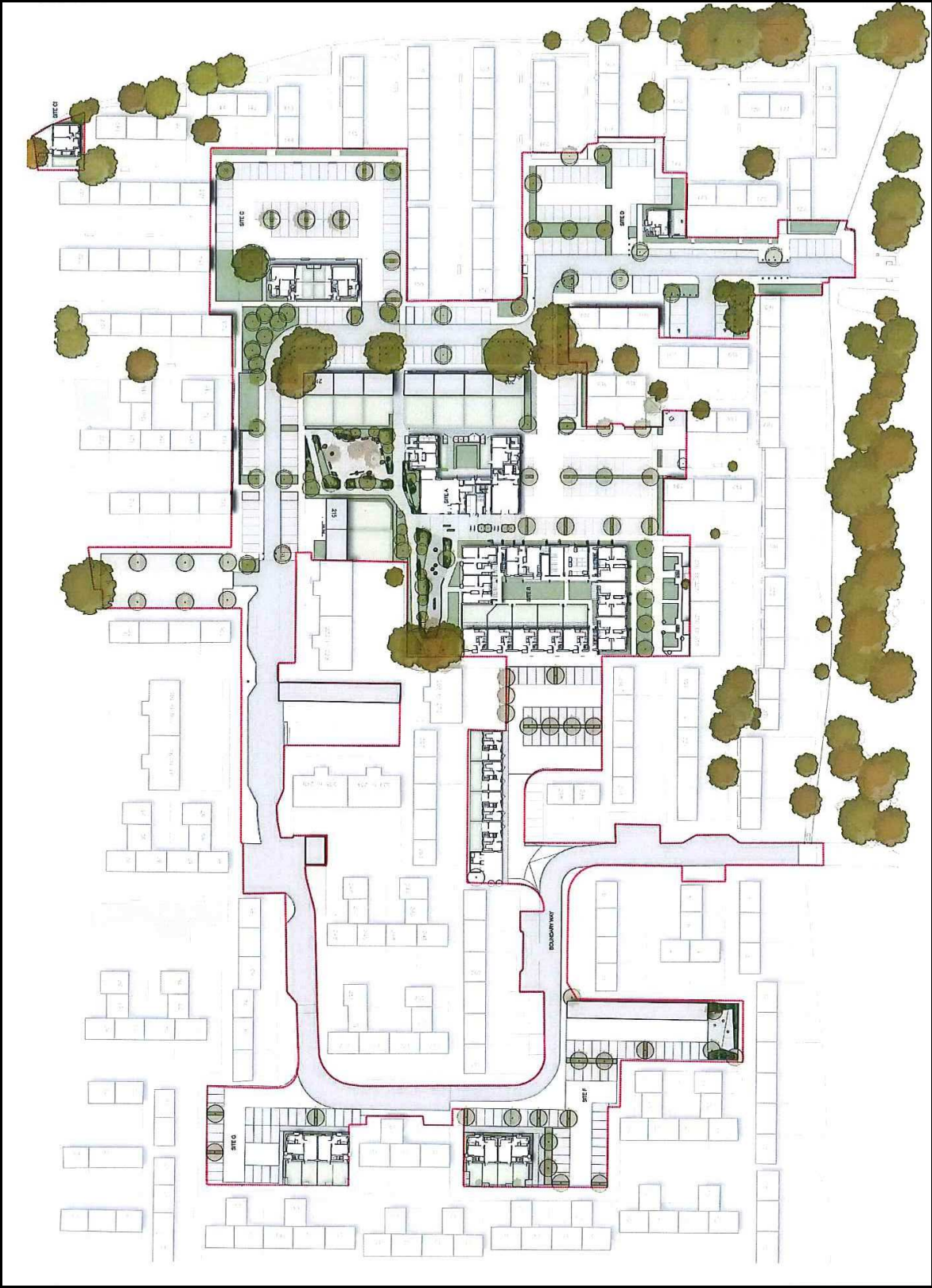
Located in the central part of the site, this will involve the demolition of the existing shop and flat, community facility, 1 row of lock-up garages and the development of a parking court. A new part 2, part 3 storey building is proposed to provide a new shop and flat, community facility and 9 flats. The parking court will be developed to provide a new community garden. This site is wholly within Three Rivers District.

Site B

Located in the central part of the site, 2 blocks of flats (24 flats) and a row of lock-up garages are to be demolished. The existing children's play area is also to be redeveloped. A new 3 storey, perimeter block building is to be erected providing 5 houses and 22 flats. The children's play area will be developed to provide a new community garden and the parking/garage court will be re-laid and enhanced as an open parking court. Only the southern part of this site is within Watford Borough, comprising the southern part of the perimeter block (1 house and 9 flats) and part of the parking court.

Site C

Located in the north-eastern part of the site, 6 rows of lock-up garages are to be demolished and 4 flats erected in two 2 storey buildings. The garage court is to be re-laid and enhanced as an open parking court. Site C1 is close by and comprises a disused play area in the far north-eastern corner of the site. This is to be developed to provide 2 flats in a 2 storey building. Both Sites C and C1 are wholly within Three Rivers District.



Site plan

Site D

Located towards the south-eastern corner of the estate, Watford Council's former depot is to be redeveloped to provide a 2 storey, 2 bedroom house. A row of lock-up garages is also to be demolished and an open parking court created. The southern part of the site, including the new dwelling and part of the parking court, is within Watford Borough.

Site E

Located in the central part of the site, 3 rows of lock-up garages are to be demolished. Four 1.5-2 storey houses are to be provided and an open parking court created. Only part of the parking court is within Watford Borough.

Site F

Located in the north-western part of the estate, one row of lock-up garages is to be demolished and a 2 storey block comprising 4 flats erected. The parking court will be re-laid and enhanced. The children's play area will also be rebuilt. Only the parking court and play area is within Watford Borough.

Site G

Located towards the northern corner of the estate, 2 rows of lock-up garages are to be demolished and a 2 storey block comprising 4 flats erected. The parking court will be re-laid and enhanced. This site is wholly within Three Rivers District.

Overall, the proposal will provide 55 new dwellings (excluding the replacement flat above the shop) with 24 dwellings being demolished, a net increase of 31 dwellings.

	Demolished	Proposed	Net Gain/Loss
1 bed flat	24	23	-1
2 bed flat		22	22
2 bed house		5	5
3 bed house		5	5
Total	24	55	31

Within Watford Borough the breakdown is as follows:

	Demolished	Proposed	Net Gain/Loss
1 bed flat	12		-12
2 bed flat		9	9
2 bed house		1	1
3 bed house		1	1
Total	12	11	-1

In addition to these development areas, Boundary Way itself will be enhanced with the creation of new on-street parking, surfacing, tree planting and landscaping as part of an estate wide environmental enhancement scheme. Within Watford Borough, this will include the entry and exit sections of Boundary Way off Horseshoe Lane.

Planning history

14/00551/FULM – Application for the development of the eastern part of the estate within the ownership of Watford Community Housing Trust for the demolition of 24 flats, shop and flat, community facility and lock-up garages and the erection of 46 dwellings, play areas and environmental enhancements. This application was withdrawn on 30th May 2014.

14/00570/FUL – Application for the development of the garage blocks owned by Three Rivers District Council within the western part of the estate for the demolition of lock-up garage blocks and the erection of 16 dwellings with environmental enhancements. This application was withdrawn on 30th May 2014.

Duplicate applications were also submitted to Three Rivers District Council. Both of these proposals have now been incorporated into the current, single application, including various amendments that were agreed as part of the consultation process for these applications.

Relevant Policies

National Planning Policy Framework

- Section 1 Building a strong, competitive economy
- Section 4 Promoting sustainable transport
- Section 6 Delivering a wide choice of high quality homes
- Section 7 Requiring good design
- Section 10 Meeting the challenge of climate change, flooding and coastal change

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

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

Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

Watford Local Plan Part 1 - Core Strategy 2006-31

- SS1 Spatial Strategy
- SD1 Sustainable Design
- SD2 Water and Wastewater
- SD3 Climate Change
- HS1 Housing Supply
- HS2 Housing Mix
- HS3 Affordable Housing
- T2 Location of New Development
- T3 Improving Accessibility
- T5 Providing New Infrastructure
- INF1 Infrastructure Delivery and Planning Obligations
- UD1 Delivering High Quality Design

Watford District Plan 2000

SE7	Waste Storage and Recycling in New Development
SE24	Unstable and Contaminated Land
SE28	Groundwater Quality
SE36	Replacement Trees and Hedgerows
SE37	Protection of Trees, Woodlands and Hedgerows
SE39	Tree and Hedgerow Protection in New Development
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
T24	Residential Development
H10	Educational and Community Facilities
L8	Public Open Space
L9	Children's Play Space

Supplementary Planning Documents and Supplementary Planning Guidance Notes

Residential design Guide Volume 1: Building New Homes

SPG6 Internal Space Standards

SPG10 Open Space Provision

CONSULTATIONS

Neighbour consultations

Letters were sent to all properties in Boundary Way within Watford Borough. Thirteen letters have been received; one in support of the application and the others making various objections as summarised below. Some are general comments and some are specific to particular development areas within the scheme.

General comments:

- Currently not enough parking on the estate. Estate is already overcrowded with vehicles.
- Demolition of garages and turning them into open parking areas, while adding some 30 additional properties, will do nothing to alleviate congestion or parking.
- Additional properties will be overbearing and cause loss of privacy and daylight/sunlight.
- Additional noise issues. Noise bounces off the house facades and down alleyways due to the unusual design of the estate.
- Play areas being taken away.
- Proposed materials will not be the same as the newly installed cladding.
- New properties will not be in keeping with Three Rivers side of the estate that has no received new cladding.
- The estate was developed for maximum density. The proposal will make it even more overdeveloped. Estate already developed to capacity.

Area C/C1:

- Loss of garages and forecourt spaces will result in a huge shortfall of parking spaces in Area C.
- Loss of privacy and overlooking of existing property from new two storey building.

Area E:

- Loss of garages. Some are still in use by original tenants. More security and convenience than random parking spaces.
- Insufficient parking spaces provided in Area E.
- Proposed houses will result in overlooking, loss of privacy and loss of aspect.
- Road will be too narrow for refuse and emergency vehicles to access.

A letter has also been received from solicitors acting on behalf of local residents that raises a number of points. These are summarised below with the comments of the

Council's Head of Democracy and Governance in *italics*. An identical letter was also sent to Three Rivers District Council.

- i) Special treatment is being given to WBC by TRDC as TRDC has an arrangement to sell its land to WBC.

The Council is not intending to purchase any land from TRDC in order to facilitate this development.

- ii) There is an inequity of arms between the high quality planning, legal and public relations advice employed by the developer and that of private individuals.

Most large developers employ professionals to design and advise on their schemes. It is the Council's role to judge the planning application on its merits and its conformity to planning policies.

- iii) The proposal is in direct contravention of the human rights of individuals, namely Article 1 (Right to peaceful enjoyment of possessions and protection of property) and Article 8 (Right to respect for private and family life, home and possessions).

The Council is aware of the need to consider the human rights implications of the application and these are referred to in the report. The Council has to undertake a balancing act when coming to a decision on whether or not to grant planning permission.

- iv) Whether health and safety for residents and contractors employed on the proposed site E is sufficient in accordance with legislation.

Health and safety of residents during any construction of the proposed development is not a material planning consideration.

- v) The proposed dwellings on site E appear to have walls/boundary fences that will be attached to existing boundary walls that may be owned by private individuals.

Land ownership is not a material planning consideration. It is perfectly legal for an applicant to apply for planning permission in respect of land he does not own; whether he will then be able to implement that permission is not a matter for the Council.

- vi) Many of the properties on Boundary Way are subject to easements and covenants and regard should be had to these.

These are civil matters and not material planning considerations.

- vii) The applicant may believe that WBC and TRDC will exercise their powers of land acquisition to overcome any rights/easements in the event of any planning permission being challenged.

There is no intention by either WBC or TRDC to use any compulsory purchase powers to facilitate this development. I am not aware that the WCHT has asked either council to do this. If such a request were made, the matter would have to be considered by the Council's Cabinet. The Development Control Committee has no locus to authorise the exercise of such powers.

For members information, Three Rivers District Council has received 82 letters of objection and 1 letter of support. A summary of these objections, as taken from the officer report to committee, is given below. The application was presented to committee for determination on 14th August with a recommendation for approval but a decision was deferred to allow for further analysis of the parking situation and to secure improved tree and soft landscaping provision.

i) Loss of garages, parking and highways:

Will narrow the road to accommodate the new buildings, example of overdevelopment; One way entrance and exit into Site C; Could emergency vehicles be able to access to the sites without damaging cars?; Objects to removal of garages to be replaced with open parking spaces; A number of residents have valuable and vulnerable vehicles which residents keep close to their homes and under watch; The additional properties will increase the need for parking provision which is already at a premium; If garages are removed family cars will be exposed to vandalism; The pedestrian paths around the new parking areas will not be sufficiently wide enough to allow safe walking and to prevent any possible impact damage to residence which has occurred in the past; Local school children use this path who could be injured by resident parking and deliveries; A wider footpath should be included in the final plans to create a buffer; Insufficient parking will cause issues for the residents; Current scheme is worse than previous proposal; Emergency and delivery vehicles will find it difficult to access site and properties; removal of garages mean cars will be exposed to vandalism; Loss of garages will cause hardship to less able bodied residents; Garages provide parking for two cars one in and one outside; Reference PPG 13 and that consideration should be given to existing residents; Trees adjacent to parking areas will damage cars through bird droppings; Loss of garages will impact on insurance; Loss of storage provision; No objection to loss of garages as do not see many people using them for cars; Need garages for safekeeping and ease of access to vehicles; Under parking has been calculated within the areas; People in Area A will park within Area E; Layout of Area E is currently restricted for vehicular access development will make it worse; Existing garages are in a state of disrepair but could be refurbished; Narrow roads will be blocked by insensitive parking along proposed footpaths; Siting of parking bays opposite each other will cause safety hazard.

ii) Impact on area:

Overdevelopment; Overpopulation; Boundary Way is already overdeveloped; Adverse affect on trees; Development will shoehorn properties into an already overcrowded estate; Number of new dwellings will cause chaos in an already busy area; Development will impact on protected tree; Boundary Way is a unique estate that is built to capacity; Loss of green spaces will have a negative impact on character of the area; Plans give impression of space and light, this is not the case; Buildings will not be in keeping with Three Rivers side; WCHT and Three Rivers have never been able to work together; Existing grass areas are not maintained; Development will take away play areas; Boundary Way is already back to back in concrete; Development is a step too far; Existing area is grey and run down therefore welcome development; Development is built for maximum density with maximum privacy; New properties will be undersized; The new buildings will not blend in with existing properties that have not been cladded; Existing garages are ugly however they are single storey so allow for air circulation; Garages required to keep cars and contents safe; Loss of garages will make residents prisoners in own homes in the evenings due to lack of parking within the estate; Development will create a claustrophobic feel to the estate; Garages have been removed to open the estate out and remove secluded walkways; Introduction of balconies would make the development unlike the rest of the estate; Development must not impact on Ash tree; Loss of grass verges removes most of the green open area within the estate; Loss of trees which contribute to the visual amenities of the area creating an urban environment; Site C1 is too small to accommodate development.

iii) Impact on residential amenities:

Overshadowing; Loss of privacy; The area currently used as a builders' depot for the last two years will presumably be used again as a depot which will lead to further irritation and inconvenience, blocking cars and disrupting traffic flow; The construction vehicles will be hazardous for small children; Loss of view; New

development will impact on value of existing properties; Loss of light; Construction vehicles will block access to homes; Additional residential properties will result in increased noise and disturbance; Properties will be overbearing; Less daylight and sunlight to existing properties; Residents were not listened to at steering groups; Overlooking of main habitable rooms; Residents opinions have previously been ignored directly affecting quality of life on Boundary Way; Development will cause stress to residents; Loss of sense of privacy; Loss of aspect; Storage facility serving the dwelling in Site E will impact on neighbouring properties through noise and disturbance; Development will have an affect on residents' well-being; The two storey dwellings will appear as three storey to neighbouring properties due to the land fall; Loss of garages will lose provision for mobility scooters; Headlights will shine into new homes in Site E; Loss of a grit bin.

iv) Impact on Safety and security:

New Community Centre would be useful but could WCHT guarantee no anti-social behaviour; The new community garden will result in noise and disturbance to neighbouring properties through drinking, smoking and games being played; Health and safety issues demolishing garages with asbestos roofs and cement dust will ruin the external cladding; The new gardens will provide an area for increased risk of anti-social behaviour disturbing residents; CCTV will make no difference; Development will, including grass verges, create areas for anti-social behaviour; Development will attract all local children; Alleyways created will provide areas of opportunity for anti-social behaviour; Active CCTV should be provided within the community gardens.

Advertisements in local paper/site notices

Six site notices were displayed on the estate on 30th June 2014 and a public notice also appeared in the Watford Observer on 27th June 2014.

Consultations

Environment Agency

We have reviewed the Flood Risk Assessment (FRA) submitted by the applicant and we are satisfied that the FRA meets the minimum requirements of the National Planning Policy Framework. Please refer to our advice below.

Advice to LPA on flood risk:

The submitted FRA and Drainage Strategy (prepared by: Conisbee; reference: 120217/TG Rev No 2.0; dated: 13 June 2014) and the surface water drainage layout plan drawings Sheet 1 to 7 satisfactorily outlines the surface water management scheme for the site. The development should be carried out in accordance with the FRA and associated plans.

Advice to LPA on contamination:

In relation to the proposed development, in so far as it relates to land contamination, we only consider issues relating to controlled waters. Your Environmental Health Officer can advise on risk to other receptors, such as human health. We are satisfied with the findings and recommendations of the report submitted with this application. We agree that the site is likely to be affected by generic contamination associated with residential garages and that this is unlikely to significantly affect the water environment. Consequently, we will not be providing detailed site-specific advice on the risks posed to the water environment from land contamination for this planning application.

Thames Water

No comments received.

Hertfordshire County Council (Highway Authority)

Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Condition (highway adoption).The development shall not commence until details of the proposed areas and treatments of adoptable highway are submitted to and approved by the Local Planning Authority in conjunction with the Highway Authority. The details submitted promote a suitable arrangement for vehicular access but the areas and construction details appropriate to all areas proposed as adoptable highway are required to be identified and approved. Reason:- To provide a satisfactory development and to minimise danger, obstruction and inconvenience to users of the site and the adjacent highway.

Condition (construction management):- The development shall not begin until full details of all proposed construction vehicle access, movements and parking arrangements have been submitted to and approved in writing by the Local Planning Authority. These details should be submitted in the form of a Construction Management Plan. The Plan should also identify the proposed methods to minimise the generation of dust and mud from the construction site. Reason:- To provide a satisfactory development and to minimise danger, obstruction and inconvenience to users of the site and the adjacent highway.

Informative: All works required to be undertaken on the adjoining Highway will require an Agreement with the Highway Authority. The applicant should also be advised that this development would attract a sustainable transport planning obligation contribution of £25,250 derived in accordance with the document 'Planning Obligations Guidance - Toolkit for Hertfordshire.

This Application promotes the demolition of existing flats, garages, a shop and community building to facilitate the construction of 56 new dwellings a replacement shop and community building. The documents submitted identify a complementary increase (of 80) in the number of car parking spaces within the site. The Transport Assessment reports that the existing parking demand is not effectively catered for on the Boundary Way estate and that this demand management will be improved by the proposed layout. The development parking arrangements are proposed in accordance with standards promoted by the Local Planning Authority. The existing vehicular access arrangements within the site operate on a one way basis and the existing access and egress arrangements to Horseshoe Lane are suitable to accommodate the additional traffic flow generated by the

development. Amendments to the existing areas of adoptable highway will need to be identified and agreed to deliver the development to an acceptable standard and details of the proposed works should be agreed as part of the planning process. The site is well located in relation to existing bus stop facilities and pedestrian crossing movements to and from Horseshoe Lane can be safely accommodated. There are, therefore, no fundamental objections raised by the Highway Authority but it requests that any granting of permission is subject to the conditions identified above.

Hertfordshire County Council (Development Services)

Based on the information to date for a development involving the demolition of 25 existing social rented flats (24 x 1-bed and 1 x 3-bed) and the erection of 56 new social rented dwellings (comprising of 23 x 1-bed flats, 22 x 2-bed flats, 1 x 3-bed flat, 5 x 2-bed houses and 5 x 3-bed houses) we would seek financial contributions towards nursery education, childcare, youth and libraries and fire hydrant provision, as set out within HCC's Planning Obligations Toolkit and summarised below. I have included primary and secondary education provision but am currently awaiting confirmation, which should be with you soon.

Financial Contributions:

Primary Education	£56,885 (awaiting confirmation)
Secondary Education	£16,358 (awaiting confirmation)
Nursery Education	£9,383
Childcare	£2,971
Youth	£326
Libraries	£2,871

Provision:

Fire hydrant provision is also sought and should be secured by the standard form of words in a planning obligation.

Hertfordshire Constabulary Crime Prevention Design Advisor

I have not included my letter of 31 October 2013 in this reply but have highlighted some aspects I feel are important:

- I would perhaps suggest the fencing around some parts of the estates external perimeter should be 2 metre green/black weldmesh. The idea would be to provide an overall security envelope which whilst being secure would allow sight lines in and out of the estate.
- I am assuming the new units will be built to Secured by Design standards with all front doors [either houses or flats] accredited to PAS24-2012 standards. All houses and ground floor flats to have locking systems utilising split pins and all upper floors of flats to have locking system which have an external key operation and an internal thumb turn to allow easy egress in the event of the need to get out quickly.
- If either Thrive or WCHT are replacing doors I would strongly recommend the use of PAS24-2012 doorsets which are secure and require little maintenance.
- All new windows to be to BS7950 or PAS24-2012 accreditation which ideally would have laminated glazing, but it is not something I would insist upon in view of the overall low crime rate in Hertfordshire.
- All flats to have access control, to enable entry to be gained, and the tested doors which will support access control are accredited to STS202 BR2, any glazing in or beside the doors must have laminated glazing to 6.4mm.
- I will also be looking for audio visual entry phone systems for the residents own personal security.

- It would be ideal to close some alleyways as the whole estate is far too permeable which to some degree increases the fear of crime. I have some thoughts and perhaps we could look at this aspect together with the Residents Steering Group.
- Parking needs to be close to people's homes and if some distance away they will park where their vehicle can be seen, even if this is on the street. All parking areas need to be overlooked and under surveillance from active rooms i.e. lounge, dining room, kitchen, bedrooms and bathrooms are not active rooms in surveillance terms.
- All the play areas need to be overlooked for the safety of the children and I would appreciate confirmation there will be active rooms overlooking the play area.

Environmental Services

No comments received.

Planning Policy (Design and Conservation)

No comments.

Arboricultural Officer

No comments received.

APPRAISAL

In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:

- (a) *Watford Local Plan Core Strategy 2006-31;*
- (b) *the continuing "saved" policies of the Watford District Plan 2000;*
- (c) *the Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026; and*
- (d) *the Hertfordshire Minerals Local Plan Review 2002-2016.*

Land allocation

The site lies within a primarily residential area on the Proposals Map of the Watford District Plan 2000 and, therefore, redevelopment to provide additional dwellings is acceptable in principle.

Layout and design

The overarching design principles for the development are stated to be as follows:

“To secure the long term future of the estate through a process of intervention and place-making:

- Providing new high quality adaptable and affordable homes for local residents, with existing Boundary Way residents given first priority.
- Providing new high quality community facilities to benefit all Boundary Way residents.
- Improved navigability and natural surveillance through core design principles. Greening the estate through soft landscaping.
- Improving parking availability where possible and providing provision for cycling. To work with residents in developing all proposals and to explore opportunities for more active community involvement in the on-going management of the estate.”

These principles are reflected in the proposed development in various ways despite the inherent shortcomings of the estate layout. However, through careful and considered intervention, the proposal is able to achieve significant benefits for the estate. The development will achieve a net increase of 31 dwellings with all dwellings of high quality and sustainable design that will significantly enhance the appearance of the estate and, in particular, complement those dwellings in the eastern part of the estate that have recently benefited from external wall cladding. The demolition of most of the garage blocks, many of which resulted in a poor street scene and concealed areas, will allow new dwellings to

front the highway and open parking courts to be created in high quality materials. These will allow significantly improved views into the parking areas and of the existing dwellings, providing improved street scenes and enhanced surveillance. All of the parking areas are to be designed along 'home zone' principles to give greater priority to pedestrians and create high quality, interactive spaces.

Within Sites C, F and G, rows of garages that currently back onto the street and provide a dead frontage will be replaced with 2 storey blocks of flats that will face onto the street and provide an active frontage. These blocks will significantly enhance the street scene in these locations and provide increased passive surveillance to the public realm.

At Site D, the Council's depot building has a negative impact on the street scene and will be replaced by a new house that will enhance the street scene and provide passive surveillance to the parking court.

Sites A and B will form a critical place-making role within the heart of the estate. This area currently has a very poor appearance and is dominated by parking areas and garage courts. The existing shop is isolated being set away from the road with poor visibility. The proposed development within these two adjoining sites will create a new, active heart to the estate incorporating a new shop, new community facility (function room and garden area), two new community gardens, improved pedestrian routes and an open, landscaped parking court. The scale and design of the buildings will complement the existing houses and flats whilst at the same time creating a distinctive new destination within the estate.

In terms of design, the existing houses and flats share a common design that incorporates roughcast render walls in grey, dark brown cladding and steep, mono-pitched roofs. This gives the whole estate a dull and uninspiring appearance. The recent project to install external wall insulation to the houses within the eastern part of the estate has significantly improved the appearance of these properties with the use of facing brick slips at ground floor level and white/cream render above. The proposed design for the new dwellings incorporates asymmetrical roofs to the houses and flats and uses facing brick and light

coloured fibre cement cladding as the main materials. The use of stone gabion walls will add further interest. The new dwellings will significantly improve the appearance of the estate whilst also acting as new landmarks within the estate.

The open parking courts to be created will be surfaced in block paving and enhanced with new tree planting. The footpaths within each development site and along Boundary Way will also be re-paved.

Housing policies

The proposed development will provide a mix of 1, 2 and 3 bedroom dwellings in the form of flats and houses which is an acceptable mix. Overall, the development will result in a net increase of 21 flats and 10 houses. The breakdown of floor areas for each unit size and type is given in the table below. As this demonstrates, some of the proposed flats do not accord with the latest minimum floor area standards set out in the Residential Design Guide 2014 (RDG) adopted on 23rd July 2014, although they do meet the minimum standards of the Housing Quality Indicators (v.4) of the Homes and Communities Agency. However, it should be noted that only 2 of the houses and 9 of the flats are within Watford Borough. Both of the houses comply but all of the 9 flats (2 bed, 4 person) are below the minimum standard, with floor areas ranging from 65-69m².

	Number of units	Minimum floor area (RDG)	Floor areas proposed
1bed, 2 person flat	23	50m ²	46-55m ²
2 bed, 3 person flat	1	61m ²	58m ²
2 bed, 4 person flat	21	70m ²	65-74m ²
2 bed, 4 person house	5	70m ²	73m ²
3 bed, 5 person house	5	86m ²	92m ²

A note on the Council's web site explains how the Council proposes to deal with applications that had already been submitted to the Council at the time the revised Guide is adopted. This makes clear that, for applications submitted on or after 12 May 2014 up to

and including 23 July 2014, the provisions of the original version of the Residential Design Guide will be applied. The current application was submitted on 16 June 2014, so that the transitional arrangements apply to it.

Moreover, it should be noted that the development proposals were first produced by the applicant in October 2012 and have been through extensive public consultation with residents and formal pre-application consultation with Three Rivers District Council since this time. The previous applications originally submitted in April this year were also withdrawn at the request of officers in order to undergo further amendments in response to both officers' and residents' comments. Under the Council's previous *SPG 6: Internal Space Standards*, which was the relevant document during the time the scheme was being formulated, all of the units significantly exceed the minimum standards. Given this long history, and in the light of the published transitional arrangements, it is acceptable that some of the flat units do not meet the latest RDG minimum floor areas in this case.

All of the dwellings have been designed to maximise outlook, privacy and natural light wherever possible, within the constraints of the individual sites. A sunlight and daylight assessment has been carried out for all proposed dwellings using the British Research Establishment's (BRE) 'Site layout planning for daylight and sunlight – a guide to good practice'. Only those dwellings within Watford Borough are considered in detail below.

Site B

The single house within this block has a dual aspect. The front elevation of the house faces north-west and fronts a 4m wide footpath and the open parking court forming part of Site E. Its rear elevation faces onto a private garden area (44m²) and a communal amenity area serving the flats beyond. Due to its orientation, direct sunlight will be limited but as with all proposed dwellings, it will receive a minimum number of sunlight hours as recommended by the BRE guidelines. It will receive good levels of daylight. Privacy to the rear elevation and garden area is good following design changes to the flats within the block. The previous design incorporated external walkways which would have allowed overlooking of the rear elevation and garden of the house (and the adjoining 4 houses).

This has now been overcome by the introduction of 3 separate stair cores serving the flats and the removal of the external walkways. The only windows at first and second floor levels now overlooking the house and garden are to internal corridors, kitchens and bathrooms. This is now considered acceptable. The garden area of 44m² is below the minimum of 65m² required by the recently adopted Residential Design Guide 2014 although is only 6m² below the minimum requirement of 50m² in the Residential Design Guide 2008, under which the scheme was formulated. Given the length of time involved in the scheme's evolution and the constraints of the site, this level of provision is acceptable in this case.

The 9 flats within this perimeter block also have dual aspect, with their main aspect facing south-west facing a landscaped pedestrian zone and the existing residential block opposite. They will all have acceptable levels of sunlight, daylight, outlook and privacy. They will have access to the communal amenity area within the centre of the perimeter block.

Both the house and the 9 flats will share communal bin and cycle stores that are incorporated within the design of the building.

The house and flats within this site will have no adverse impacts on the adjacent houses and flats.

Site D

This detached house has windows on all four elevations and consequently will experience good levels of sunlight, daylight, outlook and privacy. Its front elevation faces north-east and overlooks the new open parking court. Its rear elevation faces south-west onto a private garden area of 36m². As with the house in Site B, this garden area is below the minimum standard of the Residential Design Guide 2008 and 2014 (both 50m²) but due to the limited area of the depot site, this is considered acceptable in this case. Bin and cycle storage are accommodated within the garden area.

In order to protect the privacy of the adjacent house and garden to the south (No. 173), the first floor window on the rear elevation to the bedroom is angled to the west to prevent any direct overlooking.

Affordable housing

All of the new dwellings are to be affordable dwellings, thereby giving a 100% provision. It is intended that all those within Sites A, B, C/C1 and D will be for affordable rent and those within Sites E, F and G for social rent. Policy HS3 of the Core Strategy requires a 35% provision of affordable housing with a tenure mix of 20% social rented, 65% affordable rented and 15% intermediate/shared ownership. This tenure mix will not be achieved for the dwellings within Watford Borough nor across the site as a whole. However, there will be a significant planning benefit in securing a net increase of 31 affordable dwellings across the site. Given the unique complexities of site ownership and local authority jurisdiction across the estate, it is considered appropriate in this case for the exact tenure mix to be negotiated between Watford Borough Council, Three Rivers District Council and the Watford Community Housing Trust. The nomination rights to the dwellings will also need to be negotiated separately between the three parties.

Highways, servicing and car parking

The alignment and direction of travel along Boundary Way will remain unchanged but various changes are proposed within the carriageway and verges. Within the carriageway, existing pedestrian crossing points will be upgraded and new crossing points created. Within the verges, which primarily consist of strips of grass that add little to the appearance of the estate, new on-street parking bays are to be created, interspersed with new tree planting, together with some new footpaths. Existing footpaths within the highway will also be re-paved. The formation of new car parking spaces within the highway will help to address one of the main issues raised by local residents of inadequate parking within the estate. This issue has been the subject of a detailed estate wide parking survey as part of the submitted Transport Assessment.

The current provision for car parking within the estate is as follows:

- End-on spaces within street and parking courts - 252
- On-street parallel parking spaces - 101
- Garages - 159
- Garage forecourt spaces – 39

Of the 159 garages, it should be noted that only 86 are rented to residents of the estate.

In accordance with standard practice, two night-time surveys of the estate were undertaken to record the actual level of parking by local residents. These were undertaken at 1am in the morning of 4th and 5th March 2014. The average results of the two surveys are summarised in the table below:

Location	Survey Average			
	Total Spaces	Cars Parked	Free Spaces	% Stress
Parallel to kerb	101	77	25	76%
End-on bays	252	197	56	78%
Garage forecourt	39	6	34	14%
Illegal/other	-	30	-	-
Totals	392	310	115	-

The survey revealed that 310 cars were parked on the estate (excluding any vehicles in garages) with 115 free spaces, albeit that 30 cars were parked illegally outside of available spaces. This highlights another finding of the survey, namely that the distribution of parking within the estate is uneven. Of the 8 main garage/parking courts within the estate, 4 were fully parked (100% or above) and these were located at the eastern and western ends of the estate (all are proposed development sites, comprising Sites C, D, F and G). Within the central part of the estate, 2 garage/parking courts were 88-89% occupied (one of these is Site E) and the other 2 at 53-63% occupied (one of these comprises combined Sites A and B).

By using this empirical data, the known tenancy of garages by residents of the estate, and the potential car parking demand from the new dwellings, it is possible to calculate the required car parking provision for the estate. As Three Rivers District Council's car parking standards for new development are slightly higher than Watford Council's, and given that the majority of the new dwellings are within Three Rivers District, it is appropriate to use their standards for this calculation. As a worst case scenario, it has been assumed that all of the 86 garages occupied by residents of the estate are used for parking a car (although, in reality, this is unlikely to be the case).

Based upon the net gain in dwellings, the parking requirement for the new dwellings can be calculated as follows:

	Net Gain/Loss	TRDC Parking Standard	Spaces
1 bed flat	-1	1.75	-1.75
2 bed flat	22	2	44
2 bed house	5	2	10
3 bed house	5	2.25	11.25
Total			63.5

The total parking requirement for the estate with the proposed development is therefore:

Observed cars parked	310
Garages	86
New dwellings	63
Total requirement	459 spaces

Following consultation with local residents, it is now proposed to retain 30 of the existing garages. The actual provision within the estate is therefore:

Parking spaces (on-street and within parking courts)	472
Retained garages (no forecourt spaces)	30
Total provision	502 spaces

Based on this analysis, there will be a surplus provision of 43 spaces which will be available for the use of visitors to the estate. This is considered to be an acceptable level of provision across the estate. It is more difficult to ascertain whether the distribution of these spaces will result in an improved distribution of parking across the estate. Due to the estate layout, it is not possible to work out with any certainty where individual residents are likely to park as the parking spaces (both on-street and within the parking courts) will remain distant from a significant number of dwellings. However, a basic analysis can be undertaken using the car parking survey data and the fact that only 86 of the 159 garages (54%) on the estate are occupied by local residents. Two of the areas that are partly within Watford Borough and within high parking stress areas, Sites D and F, are analysed below. In addition, Site E has also been analysed due to the specific objections received and the fact that part of this area is also within Watford Borough, although the site was found to be of moderate parking stress.

Development Site	Occupied Garages (54% of existing)	Observed Parked Cars	Requirement for New Dwellings	Total Requirement	Actual Provision (Garages and Spaces)
Site D	5	21	2	28	33 (+5)
Site E	16	16	8	40	37 (-3)
Site F	14	35	7	56	63 (+7)

This indicates that the proposed development of development sites D and F will help to ease the existing levels of parking stress that have been observed. With regard to Site E, this will experience a potential shortfall of 3 spaces. The row of garages to be removed within Watford Borough will result in no loss of parking and no additional parking demand being generated. The proposed 4 new houses within this development site which will

result in the direct loss of garages and the generation of additional demand occurs within Three Rivers District and is therefore a matter for Three Rivers District Council to determine. Furthermore, the garages are in the ownership of Three Rivers District Council who therefore have direct control over their retention or redevelopment.

Trees and landscaping

Where existing trees are in good condition and contribute to the appearance of the estate, they have been retained wherever possible. One of the most recent changes to Site C was to retain an existing tree, previously proposed for removal, at the request of local residents. In addition to this, the proposed soft landscaping scheme seeks to achieve significant environmental enhancement through new tree, hedge and shrub planting both along Boundary Way and within each of the development sites. In total, 97 new trees are to be planted, excluding those to be planted within the 2 community gardens. All species proposed for the new planting scheme are native.

Ecology

An Extended Phase 1 Habitat Survey has been undertaken for the estate. This concluded that the site has the potential to support bats and nesting birds. The survey identified potential bat roosting features within several buildings that are due to be demolished within the development (Sites A, B and D) and recommended that further surveys be undertaken between May-September to establish whether any roosts were present. Further survey work was undertaken in July which identified bats leaving the roof void of one of the block of flats to be demolished (within Watford Borough). Additional survey work was then undertaken which found that there is a common pipistrelle maternity roost with up to 28 bats in one of the blocks. The demolition of this block will therefore require a licence to be obtained from Natural England.

The Herts. & Middx. Bat Group have made the following comments on the submitted bat survey:

“The grid reference in the survey report at 1.2 – TL110702 is for Stow Road in Cambridgeshire rather than for the site surveyed. If the data searches undertaken used this erroneous reference then the results would be irrelevant.

The size of this colony has been grossly underestimated, we counted 115 bats emerging from the building next door on 20th July 2014 and evidence of roosts were obtained from a number of other very nearby buildings. This clearly shows that this colony is moving around this estate, most likely due to changes in the life stage of the colony and weather conditions.

As the 2 blocks proposed for development are of similar construction it is likely that both buildings are used by this colony at some stage.

No internal surveys of the roof space have been undertaken. As the buildings are single skinned with a mono pitch roof, unusually pipistrelle droppings *could* be located within the roof void if a roost has been present. HMBG therefore strongly recommend that a full internal inspection of the roof void is undertaken by a suitably experienced and licensed surveyor at least 8 weeks prior to any planned demolition.

More concerning is there has been no mitigation suggested or proposed to enable the LPA to correctly consider the 3 tests in the Habitat Regulations or the merits of this application.

As bats are known to be present and will be affected by these development proposals, a mitigation strategy and suitable compensation is required to enable the LPA to satisfy the third Habitat Regulation test to be applied when it determines the application. In this situation an EPS licence will also be required and should be conditioned.

We have attached a flow chart from “Bat Survey Guideline” 2012 to further assist, but consider that insufficient information has been provided at this stage to allow the LPA to properly consider this application.”

In light of these comments, a condition is recommended to secure further survey work and inspections of the roof void before any demolition takes place.

The main nesting opportunities for birds were within the private garden areas of the houses. The survey also recommended the use of plant species of value to wildlife within the soft landscaping scheme to provide ecological value in the long term, and this has been incorporated.

Open space and children’s playspace

The estate currently has two children’s play areas. The larger area is located within the centre of the site next to the shop/community facility (within Site B). A smaller play area for younger children is located in the western part of the estate (within Site G). There is no meaningful public open space within the estate other than these two areas. As part of the application proposal, both these existing play areas will be retained and completely renewed. In addition to this, a new area of open space is to be created on the area currently occupied by car parking to the north of the shop/community facility, within Site A. This will provide a new community open space of 480m². The proposal will therefore enhance the existing play areas and also provide new open space. This provision will need to be assessed against the additional demand likely to arise on these facilities from the additional 31 dwellings to be provided within the estate.

The larger play area and the new community open space are both located within Three Rivers District where all of the additional dwellings will be located. The adequacy of these facilities to meet the additional demand arising from the proposal will be for Three Rivers District Council to assess. The smaller play area is within Watford Borough where there is no net increase in dwellings. However, the size of dwellings will change, from 12 no. 1

bedroom flats to 9 no. 2 bedroom flats, 1 no. 2 bedroom house and 1 no. 3 bedroom house, leading to an increase in demand for children's play facilities. Based upon the guidance in *SPG10: Open Space Provision*, a financial contribution of £10,835 would be sought to meet this demand. However, subject to the details of the enhanced play area being submitted, it is considered that this enhancement is sufficient to meet this limited additional demand, in conjunction with the improvements to the other play area within the estate. As such, it is not considered justified to seek a financial contribution in this case.

There will be no increase in demand on open space from within Watford Borough and so no financial contribution is sought.

Sustainability

The applicant has submitted a Code for Sustainable Homes Design Stage Pre-Assessment, an Energy Assessment and a C-Plan Sustainability Checklist (required by Three Rivers District Council) to support the application.

Policy SD1 of the Core Strategy seeks compliance with the current standards of the Code for Sustainable Homes with the emerging Development Management Policies requiring a minimum Level 3 for all development outside of the special policy areas (SPAs). The Code for Sustainable Homes Pre-Assessment demonstrates that the proposal will achieve the following 'targeted' (minimum likely to be achieved) and 'possible' (maximum potential) scores:

- Targeted Score (Houses) 59.15% (Level 3)
- Possible Score (Houses) 76.17% (Level 4)
- Targeted Score (Flats) 57.23% (Level 3)
- Possible Score (Flats) 78.22% (Level 4)

The minimum score for Level 3 is 57% and the minimum for Level 4 is 68%.

Policy SD2 aims to minimise water consumption, surface water run-off and non-fluvial flooding. The emerging Development Management Policies aim to achieve a water use of 105 litres/person/day. All dwellings are to be fitted with low flow fittings and appliances to achieve this level. All dwellings will also be provided with water butts to allow rainwater re-use for irrigation purposes and reduce surface water run-off. All of the development areas will also have a sustainable surface water drainage system installed in the form of porous paving and underground attenuation tanks within the parking courts. The surface water will be discharged into the existing surface water sewer within Boundary Way but with the maximum discharge rate from each of the development areas limited to 5 litres/second (Greenfield rate). This will reduce the existing volume of run-off by a cumulative total of 68% for the development areas. This will significantly reduce the overall run-off rate for the estate as a whole and thereby reduce the probability of surface water flooding or downstream fluvial flooding.

Policy SD3 seeks to maximise energy efficiency and reduce overall energy demand. In this respect, all dwellings will achieve a minimum 5% reduction in CO₂ emissions over the Building Regulations. Photovoltaic panels will be installed on all dwellings where viable to achieve a 10% reduction in CO₂ emissions through the use of renewables.

Overall, the proposed development will accord with these policies and achieve a sustainable form of development.

Planning obligation

The development proposed in this application is one where, in accordance with Policy INF1 of the Core Strategy, the Council would normally require the applicant to enter into a planning obligation to provide contributions towards the provision or improvement of community facilities and infrastructure. The contributions in the case of this application would need to be sought for the whole development and be secured through a single Section 106 agreement signed by Watford Borough Council, Three Rivers District Council, Hertfordshire County Council and the Watford Community Housing Trust. The contributions sought by the County Council have been set out earlier in this report and

reflect the net increase in dwellings and the change in unit sizes and tenures. These contributions have been calculated in accordance with the County Council's Planning Obligations Toolkit (adopted January 2008).

As part of the application documents submitted to Three Rivers District Council a viability report was included, in accordance with their policies, and has been assessed by consultants on behalf of the Council. This has demonstrated that the scheme is unable to support the various s.106 contributions sought by Hertfordshire County Council. As such, it has been agreed by Three Rivers District Council officers that these contributions will not be sought. As there is a net loss of 1 dwelling within Watford and the net gain of 31 dwellings is all within Three Rivers District, the additional demand for infrastructure and services arises within their borough. It is therefore principally for Three Rivers members in determining the application before them to decide whether this is considered acceptable in this case.

Three Rivers officers also do not intend to secure the provision of affordable housing through a s.106 agreement but intend to use a condition. This is not an approach that Watford Council would advocate and the advice of the Head of Democracy and Governance is that a s.106 undertaking should be used to secure the 11 dwellings within Watford as affordable units, together with any necessary fire hydrants to serve the development.

Consideration of objections received

Many of the objections relate to existing parking problems and the adequacy of the proposed parking provision. This has been discussed in detail within the report. With regard to the loss of garages, there is no planning objection to the replacement of garages with parking spaces although it is appreciated that this may result in inconvenience to local residents who have rented garages for many years. However, as all of the garages are in the ownership of either Three Rivers District Council or Watford Community Housing Trust, this is really a matter between them and their tenants. It should be noted that 30 garages are to be retained within the estate in response to residents' concerns.

Objections relating specifically to Site C and, to a large extent, Site E are matters for Three Rivers District Council as these areas fall wholly or largely within their jurisdiction.

Issues relating to loss of amenity to existing residents from proposed dwellings have been addressed through the use of angled windows, redesigned internal layouts and the removal of balconies. Again, many of these potential impacts occur within Three Rivers District.

Conclusion

The proposal will achieve significant improvements to the layout and appearance of the site with the removal of poorly sited lock-up garages and the creation of open, landscaped parking courts. New dwellings will front the highway and overlook the parking courts, enhancing the street scene and providing passive surveillance. The central area of the site will also be rejuvenated with new dwellings and a new shop, community facility and community garden with improved accessibility to form a new focus to the estate. The scale and design of the new dwellings will complement the existing dwellings, particularly those that have recently benefited from external wall cladding, whilst also forming new landmark buildings within the estate.

The removal of the underused lock-up garages will allow the provision of increased and improved parking facilities across the estate and address existing parking issues identified by residents. Overall, the proposal will significantly enhance the estate in terms of its layout, appearance, landscaping and car parking as well as providing a net increase of 31 affordable dwellings.

HUMAN RIGHTS IMPLICATIONS

The Local Planning Authority is justified in interfering with the applicant's Human Rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party Human Rights, these

are not considered to be of such a nature and degree as to override the Human Rights of the applicant and therefore warrant refusal of planning permission.

RECOMMENDATIONS

- (A)** That planning permission be granted subject to the completion of an agreement under s.106 of the Town and Country Planning Act 1990 to secure the following obligations and subject to the conditions listed below:

Section 106 Heads of Terms

- i) To secure the provision of fire hydrants as required by the County Council in accordance with Policy H10 of the Watford District Plan 2000.
- ii) To secure all of the 11 new dwellings within Watford Borough as affordable housing.

Conditions

1. The development to which this permission relates shall be begun within a period of 3 years commencing on the date of this permission.

Reason: To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall only be constructed in accordance with the following approved drawings, unless otherwise agreed in writing by the Local Planning Authority:

422_PL_001B, 002B, 003, 004B, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016A, 017A, 018, 019, 020, 050, 051, 052, 053

C-120217-X-00-DRG-100_1.0, 101_1.0, 102_1.0, 103_1.0, 104_1.0, 105_1.0, 106_1.0, 200_1.0, 201_1.0, 202_1.0, 203_1.0, 204_1.0, 205_1.0, 206_1.0

Reason: For the avoidance of doubt as to what has been permitted.

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

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed, pursuant to Policy SE22 of the Watford District Plan 2000.

4. No development shall commence until the scheme has been registered with the Considerate Constructors Scheme and a certificate of registration has been submitted to the Local Planning Authority. The construction shall be carried out in accordance with the requirements of this scheme.

Reason: To safeguard the amenities of neighbouring properties and prevent obstruction of the adjoining highway during the time that the development is being constructed.

5. No development shall commence until a Development Phasing Plan has been submitted to and approved in writing by the Local Planning Authority. This Plan shall include for each phase a site plan delineating the following works to be undertaken in that phase:

- i) the dwellings to be constructed;
- ii) the parking spaces to be constructed;
- iii) the garages to be refurbished;
- iv) the improvement works to be undertaken within the highway;
- v) the footpath improvement works to be undertaken.

No dwelling shall be occupied in any given phase until all works within that phase and each preceding phase have been completed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is undertaken in a way that minimises the impact on existing residents and that each phase of the development has adequate parking and servicing facilities.

6. No development shall commence within any phase as approved in the Development Phasing Plan until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority for that phase. This Plan shall include details of contractors' parking, arrangements for the delivery and storage of materials, any temporary access/egress points to adjoining highways, measures to mitigate noise and dust, and wheel washing facilities. The Plan as approved shall be implemented throughout the construction period for each phase.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties and prevent obstruction of the adjoining highway during the time that the development is being constructed, pursuant to Policies T4 and SE22 of the Watford District Plan 2000.

7. No development shall commence within any phase until fencing of a style, height and in a position to be agreed in writing by the Local Planning Authority shall have been erected to protect all trees which are to be retained. No materials, vehicles,

fuel or any other items shall be stored or buildings erected or works carried out inside this fencing and no changes in ground level shall be made within the spread of any tree or shrubs (including hedges) without the prior written approval of the Local Planning Authority.

Reason: To safeguard the health and vitality of the existing trees which represent an important visual amenity during the period of construction works in accordance with Policies SE37 and SE39 of the Watford District Plan 2000.

8. No demolition of the two blocks of flats shown to be demolished (nos. 274-285 and 286-297) shall commence until a further bat survey has been undertaken, to include full internal inspections of the roof voids and a bat mitigation strategy and method statement, and has been submitted to and approved in writing by the Local Planning Authority. The survey shall be undertaken at least 8 weeks prior to the demolition of the buildings. The demolition shall only be undertaken in accordance with the approved bat mitigation strategy.

Reason: All bats and their roosts are legally protected by the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2010. If bats are present it is illegal to intentionally or recklessly kill, injure or take any individuals or to deliberately capture or disturb individuals. It is an offence to intentionally or recklessly damage or destroy a roost, to obstruct a roost, and to disturb an individual whilst occupying the roost.

9. No construction works shall commence until full details and samples of the materials to be used for the external surfaces of the buildings (including walls, roofs, windows, doors, balconies and solar panels) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved materials.

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

10. No construction works shall commence until details of a lighting scheme for the development have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be installed as approved prior to the first occupation of each phase of the development to which it relates.

Reason: To meet the needs for safety and security for users of the site and to ensure no adverse impacts on the adjoining public highways or adjoining properties, in accordance with Policy SE23 of the Watford District Plan 2000.

11. No construction works shall commence until a Design Stage Assessment has been undertaken to demonstrate that the development can achieve, as a minimum, Code Level 3 of the Code for Sustainable Homes and this has been submitted to and approved in writing by the Local Planning Authority. Within 3 months of the occupation of each dwelling, a post-completion certificate, to certify that, as a minimum, Code Level 3 has been achieved, shall be submitted to the Local Planning Authority.

Reason: To accord with Policies SD1, SD2 and SD3 of the Watford Local Plan Core Strategy 2006-31.

12. No removal of trees, scrub or hedges shall be carried out on the site between 1st March and 31st August in any year unless a suitably qualified ecologist has previously searched the trees, scrub or hedges and certified in writing to the Local Planning Authority that such works of removal may proceed.

Reason: In order to avoid harm to nesting birds which are protected.

13. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment and Sustainable Drainage Strategy by Conisbee (ref. 120217/TG dated 16 June 2014) and the approved drainage layout drawings, with each hydro-brake flow control having a maximum discharge flow of 5 litres/second.

Reason: To reduce the risk of flooding by ensuring the satisfactory storage and disposal of surface water from the site and to reduce the impact of flooding on the proposed development and future occupants, in accordance with Policy SE30 of the Watford District Plan 2000.

14. The existing children's play area (within Zone F) shall not be removed until full details of the new play area, including the type of play equipment to be installed, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the play area provides adequate and acceptable facilities for the intended age group.

15. All hard surfaced areas shall be finished in accordance with the materials and details shown on approved drawing no. L-204, unless otherwise approved in writing by the Local Planning Authority.

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

16. The approved soft landscaping scheme shown on drawing no. L-502 shall be carried out not later than the first available planting and seeding season after completion of each phase of the development to which it relates, unless otherwise approved in writing by the Local Planning Authority. 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, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

17. No dwellings shall be occupied in any phase of the development until the respective refuse and recycling facilities and cycle storage facilities to serve the dwellings, as shown on the approved drawings, have been constructed. These facilities shall be retained as approved at all times.

Reason: In the interests of the visual appearance of the site and to ensure that adequate facilities exist for residents of the proposed development, in accordance with Policy SE7 of the Watford District Plan 2000.

18. No dwelling shall be occupied until the respective vehicle parking accommodation, as shown on the approved Development Phasing Plan has been provided and made available for use. This parking accommodation shall be permanently retained and shall not be used for any other purpose than the parking of vehicles of occupants of the development or visitors to the site.

Reason: To ensure that the development makes adequate provision for the parking of vehicles of the future occupiers of the development and their visitors in the interests of highway safety and to accord with Policies T22 and T24 of the Watford District Plan 2000.

19. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any modification or re-enactment thereof), no development permitted under Schedule 2, Part 1, Classes A, B, C, D and E of the Order shall be carried out to the houses hereby approved without the prior written permission of the Local Planning Authority.

Reason: To enable the Local Planning Authority to ensure that any such developments are carried out in a manner which will not be harmful to the character and appearance of the proposed development and will not prove detrimental to the amenities of adjoining occupiers in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Informatives

1. This planning permission is accompanied by an agreement under Section 106 of the Town and Country Planning Act 1990 to secure the provision of affordable housing and the provision of necessary fire hydrants to serve the development.
2. This planning permission grants consent only for that part of the proposed development within Watford Borough. Any development within Three Rivers District can only be granted planning permission by Three Rivers District Council.

Drawing numbers

422_PL_001B, 002B, 003, 004B, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016A, 017A, 018, 019, 020, 050, 051, 052, 053
C-120217-X-00-DRG-100_1.0, 101_1.0, 102_1.0, 103_1.0, 104_1.0, 105_1.0, 106_1.0, 200_1.0, 201_1.0, 202_1.0, 203_1.0, 204_1.0, 205_1.0, 206_1.0

-
- (B)** In the event that an acceptable planning obligation under Section 106 of the Town and Country Planning Act 1990 has not been completed by 12th September 2014 in respect of the Heads of Terms set out above, the Development Management Section Head be authorised to refuse planning permission for the application for the following reasons:

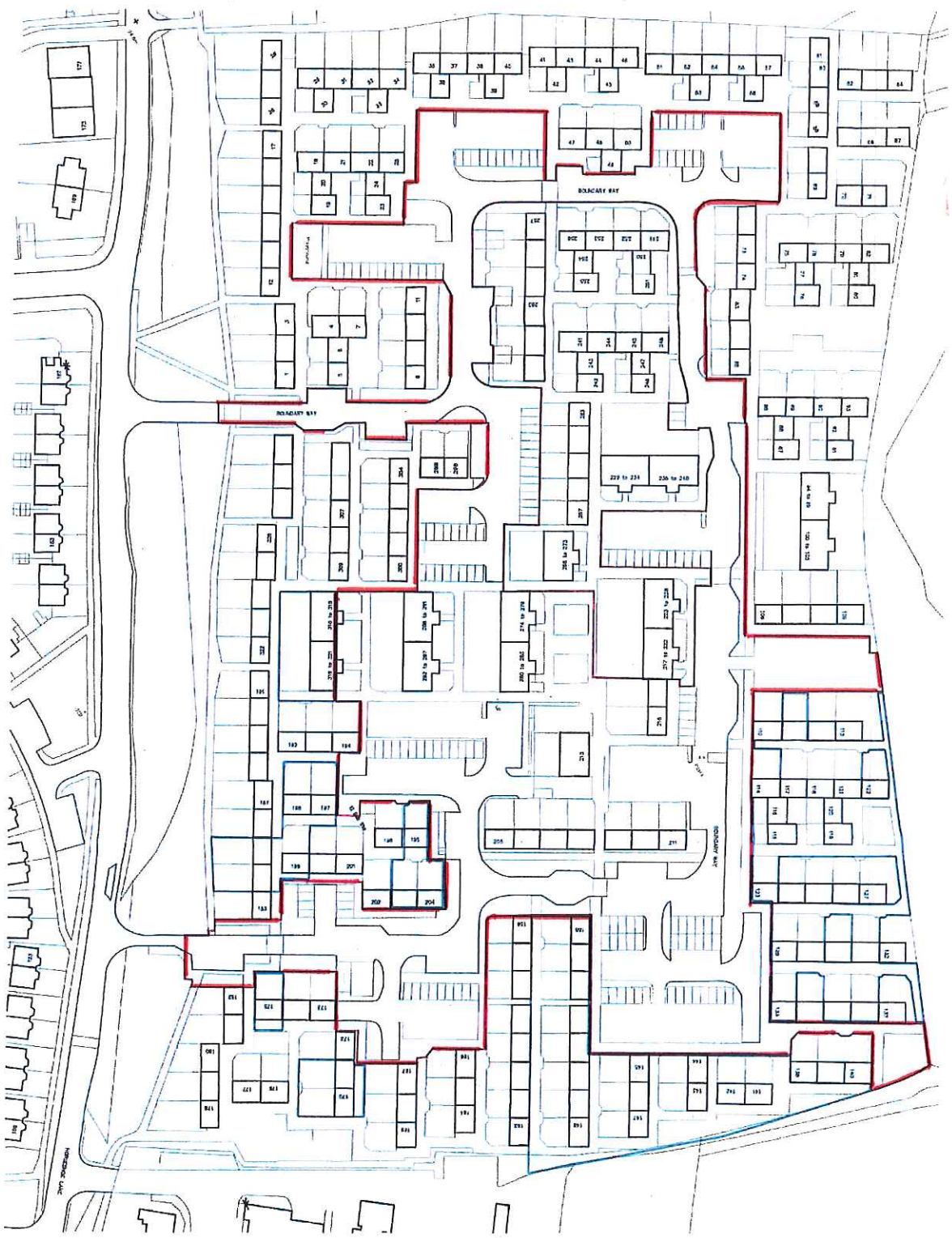
1. The proposal fails to make provision for affordable housing on-site and as such is contrary to Policy HS3 of the Watford Local Plan Core Strategy 2006-31.
 2. The proposal fails to make provision for fire hydrants to serve the development and as such is contrary to Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and saved Policy H10 of the Watford District Plan 2000.
-

Case Officer: Paul Baxter

Tel: 01923 – 278284

Email: paul.baxter@watford.gov.uk

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KEY

— Planning application Boundary (Boundary Way Main Site Application)

— Adjacent land ownership boundary

SITE LOCATION PLAN

GENERAL NOTES

This drawing is © 2014 PTE architects

Use figured dimensions only. DO NOT SCALE.

All dimensions are in millimetres unless noted otherwise

All levels are in metres above ordnance datum unless noted otherwise

This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants

If in doubt, ask

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14100889 PLAN
BOUNDARY WAY

TOWN AND COUNTRY
DEVELOPMENT LIMITED

- 1 JUL 2014

WATFORD COUNCIL

REF	DATE	DESCRIPTION	BY	APP
B	01/07/14	CS resp copyright and licence number disclosed	PT	PP
A	23/06/14	Site boundary amended	PT	PP

PLANNING

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Boundary Way, Combined Sites
Watford

11-422 PT PP 1.15506A3 JUN14

Site Location Plan **PL001** **B**

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DEVELOPMENT CONTROL COMMITTEE

28th AUGUST 2014

UPDATE SHEET

Item 7

14/00859/FULM – Boundary Way estate

AMENDED RECOMMENDATION

A completed s.106 unilateral undertaking has been received to secure the heads of terms set out in Recommendation (A). Recommendation (B) is therefore no longer required.

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