



**WATFORD
BOROUGH
COUNCIL**

DEVELOPMENT MANAGEMENT COMMITTEE

Wednesday, 2nd November, 2016

7.30 pm

Town Hall

Publication date: 25 October 2016

Contact

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Speaking at Development Management 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 Management 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 S Johnson (Vice-Chair)

Councillors D Barks, S Bashir, N Bell, A Joynes, J Maestas, I Sharpe and M Watkin

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 Development Management Committee held on 12 October 2016 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 agrees can be determined without further debate.
3. Those applications where the Committee wishes to discuss matters in detail.
4. **16/01200/FUL - 127-129 High Road, Watford (Pages 5 - 24)**

Creation of new boundary to garden of two existing semi-detached houses and erection of two new 3 bedroom semi-detached houses with off-street car parking.

5. 16/01046/FULM - 7-15 Bridle Path, Watford (Pages 25 - 60)

Demolition of the existing buildings and erection of a part 5 storey, part 8 storey, part 9 storey 124 bedroom hotel (Use Class C1) including ancillary café/restaurant and bar facility and associated landscaping and access.

6. 15/00856/FULM - 27 Woodford Road (Pages 61 - 84)

Demolition of existing trade union hall and social club and redevelopment of site to provide 38 residential units with associated landscaping, cycle and car parking.

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| PART A | |
| Report of: Head of Development Management | |
| Date of committee: | 2nd November 2016 |
| Site address: | 127-129, High Road |
| Reference Number: | 16/01200/FUL |
| Description of Development: | Creation of new boundary to garden of two existing semi-detached houses and erection of two new 3 bedroom semi-detached houses with off-street car parking. |
| Applicant: | Mr J Gomme, SLG Designs |
| Date Received: | 25th August 2016 |
| 13 week date (major): | 20th October 2016 |
| Ward: | Woodside |

1.0 Site and surroundings

- 1.1 The application site comprises the western part of the rear garden areas of nos. 127 and 129, High Road. It measures approximately 23m wide by 14m deep with a frontage on to Chapel Close. Nos. 127 and 129, High Road are sited at the junction of High Road and Chapel Close and comprise a pair of semi-detached cottages. No.129 is a locally listed building.
- 1.2 To the south, the site adjoins part of Sherwood Court, a development of terraced houses built in the 1990s. One block is sited alongside nos. 127 and 129, High Road, fronting High Road, and a second block, further south, is set back from High Road behind the access junction. The rear boundary partially adjoins the side garden of 11, Sherwood Court and partially an open parking court, which includes residential garages serving the houses.
- 1.3 Chapel Close was developed in the mid-1960s and comprises 3 storey, terraced town houses. Immediately adjoining the western boundary of the site is a

narrow alleyway to the rear of the existing houses on Chapel Close and an electricity sub-station.

2.0 Proposed development

- 2.1 Full planning permission is sought for the erection of a pair of semi-detached houses on the site. The pair has an L-shaped footprint on the site, with a 2 storey house (House 2) sited on the eastern part of the site and orientated parallel to Chapel Close. The second house (House 1) is sited on the western part of the site and is 3 storey and orientated at right-angles to Chapel Close and the other house. Both houses have low, asymmetrical, pitched roofs. Four parking spaces are provided on-site at right-angles to Chapel Close in front of the 2 storey house.
- 2.2 Although described as 3 bedroom, both houses have the potential for 4 bedrooms as House 1 includes a home office and House 2 a study, both of which meet the minimum floor areas for bedrooms.

3.0 Relevant planning history

- 3.1 16/00461/FUL - Sub-division of gardens and erection of 2 no. 3 bedroom, semi-detached houses with off-street parking. Application withdrawn.

4.0 Planning policies

Development plan

- 4.1 In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:
- (a) *Watford Local Plan Core Strategy 2006-31*;
 - (b) the continuing “saved” policies of the *Watford District Plan 2000*;
 - (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026*; and
 - (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*.
- 4.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.
- 4.3 The *Watford Local Plan Part 2: Publication Version* was published in July 2016. This has been subject to 3 rounds of public consultation – Nov-Dec 2013, Dec

2014-Feb 2015 and Dec 2015-Feb 2016. It contains development management policies and site allocations. The emerging policies and site allocations in this document can be given limited weight at this time.

4.4 **Watford Local Plan Core Strategy 2006-31**

| | |
|------|--|
| WBC1 | Presumption in favour of sustainable development |
| SS1 | Spatial Strategy |
| SD1 | Sustainable Design |
| SD2 | Water and Wastewater |
| SD3 | Climate Change |
| SD4 | Waste |
| HS1 | Housing Supply and Residential Site Selection |
| HS2 | Housing Mix |
| T2 | Location of New Development |
| T3 | Improving Accessibility |
| INF1 | Infrastructure Delivery and Planning Obligations |
| UD1 | Delivering High Quality Design |
| UD2 | Built heritage Conservation |

4.5 **Watford District Plan 2000**

| | |
|------|--|
| SE7 | Waste Storage, Recovery and Recycling in New Development |
| SE36 | Replacement Trees and Hedgerows |
| SE37 | Protection of Trees, Woodlands and Hedgerows |
| SE39 | Tree and Hedgerow Provision in New Development |
| T10 | Cycle Parking Standards |
| T21 | Access and Servicing |
| T22 | Car Parking Standards |
| T24 | Residential Development |
| H9 | Back Garden Development |
| H10 | Planning Agreements for Educational and Community Facilities |

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

No relevant policies.

4.7 **Hertfordshire Minerals Local Plan Review 2002-2016**

No relevant policies.

4.8 **Supplementary Planning Documents**

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

4.9 *Residential Design Guide*

The Residential Design Guide was adopted in July 2014. It provides a robust set

of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

4.10 *Watford Character of Area Study*

The Watford Character of area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.11 **National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 12 Conserving and enhancing the historic environment

Decision taking

5.0 **Consultations**

5.1 **Neighbour consultations**

A total of 26 properties were notified of the application in High Road and Chapel Close.

5.2 The following is a summary of the representations that have been received:

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|-----------------------------------|----|
| Number of original notifications: | 26 |
| Number of objections: | 16 |
| Number in support: | 0 |
| Number of representations: | 16 |

The points that have been raised are summarised and considered in the table below.

| Representations | Officer's response |
|---|---|
| More traffic and parking problems within a busy road. Used by parents to school, children's centre and nursery. | Chapel Close is a cul-de-sac of houses. Most traffic and parking appears to be related to parents from the nearby school and nursery. This is not a reason to refuse this application. The reduction in unrestricted on-street parking will reduce the number of cars parked on the road and improve the current situation. |
| Site on dangerous blind bend. | The removal of on-street parking from outside the site adjacent to the bend will improve visibility on the bend. |
| Loss of trees. | Whilst there are trees within the garden areas, none are protected and can be removed by the owners at any time. |
| Impacts from construction noise and dust. | These are not planning considerations. Construction impacts are covered by environmental and other legislation. |
| Loss of light and privacy to properties opposite. Overlooking of properties. | The distance between House 1 and 12-14, Chapel Close opposite is 17.0-15.2m. The distance between House 2 and 8-10, Chapel Close is 23m. These are normal and acceptable distances for residential properties to face each other across a street and will give rise to no loss of light or privacy. The main windows of both new houses are also orientated west and south, whereas the houses opposite are to the north. |
| Development out of character with the Victorian houses. Out of scale with the surrounding area. | The houses in Chapel Close give a distinctive character and appearance to the road as it is entered from High Road. The proposal draws upon this distinctive design by proposing 2 houses with similar scale, design and proportions that complements the existing houses in the road. They are considered to be an appropriate response to the development of this site. |
| Rear garden area unsuitable for new houses. | The existing houses will retain garden areas of 77m ² and 96m ² respectively, which will be larger than those of most houses in Chapel Close. |
| Sited next to electricity sub-station which is dangerous. | All residential areas have sub-stations within them without causing any health and safety issues. In this case, the sub-station is sited |

| | |
|---|--|
| | 4.6m from the house at 21, Chapel Close (abutting its garden area) and 5.2m from House 1. |
| Site is garden land and not previously developed land, so should not be considered for development. | This is not a 'backland' site in the true sense as it has a frontage to Chapel Close. Although it is currently garden land, it is not inappropriate to consider potential development in this case. |
| Loss of light and privacy to 21, Chapel Close. Angles windows face nos. 21 and 23. | House 1 is sited to the north-east of 21, Chapel Close at a distance of 16m at its closest point. It will not give rise to any loss of light. The single angled window in the end elevation of House 1 faces no.23 at a distance of 24m and no.21 (at a more acute angle) at a distance of 21m. These distances, together with the retention of existing boundary trees, will ensure no significant levels of overlooking. |
| Loss of daylight and sunlight to 11, Sherwood Court. | House 2 is sited 16m to the north-west of the house at 11, Sherwood Court at its closest point and due north of the rear part of the garden area. As such, the proposal will not result in a loss of light to no.11. |
| Loss of privacy to 11, Sherwood Court | At first floor level in House 2 are 3 windows facing the rear part of the garden area of 11, Sherwood Court. Overlooking and loss of privacy has been mitigated through the use of angled windows and windows set behind brick perforation. As such, it is considered very limited overlooking of the rear part of the garden area will occur. |

5.3 **Statutory publicity**

No statutory advertisement was required for this application.

5.4 **Technical consultations**

The following responses have been received from technical consultees:

5.4.1 Hertfordshire County Council (Highway Authority)

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Condition 1: Before being brought in to use the new parking areas hereby approved shall be surfaced in tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge in to highway.

Reason: To avoid the carriage of extraneous material surface water from the site into the highway so as to safeguard the interest of highway safety.

Condition 2: Prior to the commencement of the site works the applicant shall submit a construction management plan setting out details of on-site parking for all contractors, sub-contractors, visitors and delivery vehicles, storage of materials to be approved in writing by the Local Planning Authority in consultation with the Highway Authority and that area shall be maintained available for use at all times during the period of site works.

Reason: To minimise danger, obstruction and inconvenience to users of the highway.

This is an amended application after discussion with the planning authority. The original application was submitted on April 2016. In the original response the highway authority expressed concern on parking layout. The current application shows the parking layout, the length and width of parking bays.

The planning application is for creation of new boundary to the garden of two existing semidetached houses, 127 and 129 High Road to form two new three bedroom detached dwelling with off-street parking with no alteration to vehicle and pedestrian access.

Site and surrounding:

The site is currently the rear gardens of 127 and 129 High Road. The two properties are at the corner plot of High Road and Chapel Close junction. It means the vehicular and pedestrian access is off Chapel Close and not from High Road. Chapel Close is an access road and a cul-de-sac serving some properties. The area is of residential nature with adequate footway and parking. There is considerable on-street parking and to maintain the two-way flow most of the cars are partially mounted on footways.

High Road links to Ashfield and A405 interchange and to the north links to Langley Lane from Abbots Langley. This provides access to Watford Town and via south way to A41 towards Hemel Hempstead. High Road north joins with Horseshoe Lane provides a short route to various destination via its junction with A405. In summary the local road network is very congested not by locally generated traffic, but mainly due to through traffic to Watford Town or gain access to motorway network. The aerodrome way which runs parallel to

Leavesden high Road was built as a potential Leavesden Village by pass. Aerodrome way provides access to through traffic, Warner Studios and business units.

Accessibility:

High Road is well served by buses which provide easy access to Watford Town and Railway Stations. High Road itself provides various facilities for day to day living. There is primary school is within walking distance and Francis Coomb Academy provides the secondary education.

Access and Parking:

The proposed vehicular access is from Chapel Close. The proposed number of parking spaces is 4 and the application form states that no alteration to pedestrian and vehicular access. There is about 4.8m drop kerb in the vicinity of the proposed access which is not adequate for 4 parking bays. The applicant should contact the highway authority for further drop kerb as indicated in the advisory note. Each property to have two parking bays of which one disabled parking

Refuse Collection:

Refuse collection is likely to take place from Chapel Close.

Conclusion:

The Highway Authority does not wish to restrict the grant of consent subject to the above conditions and advisory notes.

5.4.2 Arboricultural Officer

The proposed dwellings will require the removal of three or four trees currently located on the boundary between the two properties. Of these trees only a silver birch is of any note (the other trees have been severely reduced), however the birch does not quite meet the benchmark score for inclusion in an Order. Whilst I have no strong objection to the tree removals I do have concerns that there is no indication or space for any replacement or complimentary planting.

6.0 Appraisal

6.1 Main issues

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

- (a) Principle of development.
- (b) Design and character of the area.
- (c) Amenity of future occupiers.
- (d) Impact on adjoining properties.
- (e) Access and car parking.
- (f) Impact on heritage assets.

(g) Trees and landscaping.

6.2 (a) Principle of development

There is no objection in principle to the development of additional residential accommodation in this locality, subject to all the normal planning considerations. Although the application site forms part of the rear garden areas of Nos. 127-129, it is not a 'backland' site as it has a frontage to Chapel Close. The site directly faces existing 3 storey town houses on the northern side of Chapel Close.

6.3 (b) Design and character of the area

Chapel Close is characterised by 3 storey, terraced town houses with a consistent width of 5.4m and a depth of 8.5m. They have shallow pitched roofs. The houses opposite the site are set on a shallow stagger of 1m to each other. To the west, on the angle of the road, this stagger increases to 5m to present large flank elevations to the street and a 'saw-tooth' roof profile created by the shallow pitch of the roofs. This gives a very distinctive character and appearance to the road as it is entered from High Road. The proposal draws upon this distinctive design by proposing 2 houses with similar proportions. House 1 has an end elevation presenting to the road at 5.4m width with a shallow, asymmetrical roof. House 2 is visually divided into 2 elements of 5m and 5.7m by the incorporation of 2 shallow, asymmetrical roofs. Together, the proposed houses reflect the widths of the existing houses and the distinctive 'saw-tooth' roof profile that is prominent within this part of the road.

6.3.1 Whilst the proposed houses do not seek to copy the existing houses, they do have a scale, character and appearance that complements the existing houses in the road and are considered to be an appropriate response to the development of this site.

6.4 (c) Amenity of future occupiers

Both of the proposed houses have accommodation on 3 levels, incorporating the roof space. The smaller house (House 2) has a potential for 4 bedrooms and 5 people with a floorarea of 120m². This exceeds the minimum floorspace requirement of 103m² in the nationally described space standard. The larger house (House 1) has the potential for 4 bedrooms and 6 people, with a floorarea of 145m². The minimum requirement is 112m². As such, both houses will have more than adequate internal floorspace.

6.4.1 House 1 has its main elevation facing west with secondary windows to the south and north. House 2 has its main elevation facing south with secondary windows facing north. Both houses will experience good levels of outlook, natural light and privacy.

6.4.2 Both houses are provided with private garden areas. House 1 has an area of

72m² and House 2 an area of 53m². The Residential Design Guide has a minimum standard of 80m² for 4 bedroom houses. Both houses fail to meet this standard although House 1 does meet the standard for a 3 bed house (65m²) and House 2 for a 2 bed house (50m²). These garden areas need to be considered in the context of the local area. The existing 3 storey houses on Chapel Close have garden areas ranging from 39m² to 75m². There are houses with larger garden areas within the road but these tend to be corner plots or end of terrace properties. In this context, the proposed garden areas are similar to those of the existing houses in the road.

6.5 (d) Impact on adjoining properties

There are existing houses on 4 sides of the application site that could potentially be affected by the proposal.

6.5.1 *i) 127-129, High Road*

These houses are sited to the east of the proposed houses, with the application site being formed from their existing garden areas. House 2 is closest to the existing houses and is sited 16.6m from the main rear elevations, 13m from the rear extension of no.127, and 1.8-2.8m from the rear boundary of the gardens. The end elevation faces these properties and has a width of 5.7m, an eaves height of 5.7m and a ridge height of 7.4m. The eaves and ridge heights are very similar to the existing houses, with the eaves being 0.2m higher and the ridge 0.6m lower. There is a single window in the end elevation which serves an en-suite bathroom and is to be obscure glazed.

6.5.2 *ii) 11, Sherwood Court*

The application site adjoins the rear 10m of the 23m deep garden of 11, Sherwood Court, which is 7m wide. House 2 is set in 3.5m from the boundary. This house will appear as a prominent new structure when viewed from no.11, albeit towards the rear of the garden area. However, this type of relationship between houses is very common on corner plots where the houses on the adjoining road are sited at the rear of garden areas. As such, it is not considered that this relationship is unusual or unduly harmful in this case.

6.5.3 As House 2 is sited due north of the garden and 16m from the existing house at its closest point, it will not give rise to any overshadowing or loss of light to the garden or the house.

6.5.4 In terms of privacy, windows at first floor level in House 2 comprise an angled main window and secondary window behind a brick perforation to 2 bedrooms, and a narrow slit window and a window behind a brick perforation to a study/small bedroom. The angled windows will direct views across to the parking/garage area to the rear of no.11 while the brick perforations to the secondary windows will prevent any significant overlooking.

6.5.5 *iii) 21, Chapel Close*

This property is sited to the south-west of the application site. Its side garden area adjoins the electricity sub-station. House 1 is sited at a distance of 16m at its closest point. Given this distance and its siting, it will not give rise to any loss of light to this property. The single angled window in the end elevation of House 1 faces no.23 at a distance of 24m and no.21 (at a more acute angle) at a distance of 21m. These distances, together with the retention of existing boundary trees, will ensure no significant levels of overlooking to the rear elevation or rear garden area.

6.5.6 The windows in the west facing elevation overlooking the electricity sub-station and the side garden area comprise a secondary window behind brick perforation to a bedroom/home office, a window to the void area above the dining area and a window to a bedroom. Views from the former 2 windows will be very limited. Views from the latter window will principally be over the sub-station and down Chapel Close.

6.5.7 *iv) 8-14 (evens), Chapel Close*

The distance between House 1 and 12-14, Chapel Close opposite is 17.0-15.2m. The distance between House 2 and 8-10, Chapel Close is 23m. These are normal and acceptable distances for residential properties to face each other across a street and will give rise to no loss of light or privacy. The main windows of both new houses are also orientated west and south, whereas the houses opposite are to the north. The first and second floor windows facing Chapel Close are secondary windows to bedrooms (3) and to stairs (2).

6.6 (e) Access and car parking

The scheme incorporates 4 on-site parking spaces, 2 for each house, accessed directly from Chapel Close. The spaces are aligned at right-angles to the highway and will be accessed via a new crossover. Chapel Close has no on-street waiting restrictions and vehicles are often seen parked on-street. Most of the houses within the road have 1 or 2 on-site parking spaces. The letters of objection from residents suggest that most of the parking is associated with people working in/parents visiting Leavesden Green Primary School and the Children's centre located on the eastern side of High Road and the local shops a short distance to the north-east on Haines Way.

6.6.1 On site visits, cars were seen parked on-street alongside No.129. This parking narrowed the road to single lane and caused some restriction on cars exiting the driveways of the houses opposite, on the northern side of the road. They also restricted visibility around the bend in the road at the north-western corner of the site.

6.6.2 The provision of 4 on-site spaces for the proposed houses is considered appropriate to prevent any additional on-street parking. The Council's current

maximum parking standards would require a maximum of 6 spaces (3 per house). The emerging standards in the Local Plan Part 2 would require 4.5 spaces. The formation of the crossover would prevent any further on-street parking alongside the site which is considered beneficial. It would maintain this section of the road at full width, improve visibility around the bend and remove any restrictions on cars exiting the driveways opposite the site. As all existing houses have on-site parking provision, it is unlikely to have any adverse impact on existing residents.

6.6.3 For cars exiting the parking spaces, visibility will be restricted to the west due to the bend in the road. However, Chapel Close is a cul-de-sac with only 25 houses beyond the bend, so traffic movements will be very low and there is no through traffic. Herts. County Council as the Highway Authority have not objected to the application. It is noted that County Highways requested conditions relating to the provision of parking areas and construction management, the standard compliance with plans condition is considered to adequately address the former and the later is not a material planning consideration.

6.6.4 Each of the proposed parking spaces is 5.0m deep with a 0.5m verge to the wall of House 2 and a 0.3m margin to the back edge of the highway footpath. These spacings are sufficient to ensure cars can be parked on the site without overhanging the footpath.

6.7 (f) Impact on heritage assets

129, High Road is a locally listed building built in 1868. It forms one of a pair of semi-detached houses with No.127 known as 'Denbigh Cottages'. The reason for listing is given as:

6.7.1 *'Denbigh Cottages' are some of the oldest properties in this part of Watford. However, number 129 Leavesden High Road is of particular historical interest because of the stone tablet it has on the wall of its eastern elevation. The tablet commemorates a soldier named Ralph Swan who had lived in this property before leaving to fight in World War I. Swan died in active service with the 10th /11th Battalion of the Highland Light Infantry in France on the 9th April 1918. He was aged 18.*

6.7.2 Both houses are typical of the Victorian era but both are small by modern standards. As a consequence, both have been extended, unfortunately in unsympathetic ways. No.127 has a particularly poor 2 storey front and side 'wrap-around' extension which has destroyed the original appearance of the house. No.129 has been less impacted but nevertheless has a single storey infill extension to the front dating from 1968 which is also of poor design.

6.7.3 The main local interest in No.129 is historical, partly due to the age of the house but mainly relating to the remembrance plaque to Ralph Swan. As such, the

proposed development within the rear garden area will have no impact on the significance of this asset.

6.8 (g) Trees and landscaping

The site contains several trees located along the garden boundary between the 2 existing houses. There are also existing small trees along the western boundary. None of these trees is protected and none meet the criteria for protection under a tree preservation order. As such, the trees can be removed at any time. The submitted plans show indicative replacement tree planting and this can be secured by condition. Also, the existing trees along the western boundary should be able to be retained as they are over 4m from House 1. This can also be secured by condition.

7.0 Community Infrastructure Levy and S.106 planning obligation

7.1 Community Infrastructure Levy (CIL)

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

The CIL charge applicable to the proposed development is £120m². The charge is based on the net increase of the gross internal floor area of the proposed development. In this case, the net additional floorspace is 265.5m² which equates to a charge of £31,860.

In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

7.2 S.106 planning obligation

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones

and the provision of fire hydrants. In this case, no planning obligations are required.

8.0 Conclusion

- 8.1 There is no objection in principle to the development of this land for residential accommodation. Although it forms part of the existing garden areas of nos. 127-129, High Road, it has a direct frontage to Chapel Close. Having regard to the context of the site and the character and appearance of Chapel Close, the proposed houses are considered to be an appropriate scale and design for this site. The houses will provide a good level of amenity for future occupiers and are not considered to result in any significant harm to existing properties.
- 8.2 The proposed on-site parking provision will remove some unrestricted on-street parking from Chapel Close, however, given the existing issues experienced by residents from on-street parking associated with Leavesden Green Primary School, this will result in highway benefits.
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9.0 Human Rights implications

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

That planning permission be granted subject to the following conditions:

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

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

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

P149_LP_01

P149_MS_01, 02

P149_SP_01 P1

P149_GA_01 P1, 02 P1, 03 P1, 04 P1, 05 P1, 06 P1

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

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

Reason: In the interests of the visual appearance of the building, the streetscene and the wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31. This is a pre-commencement condition as the materials need to be agreed with the Local Planning Authority before construction commences.

4. No construction works shall commence until full details of a soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. This scheme shall include the retention of the existing trees along the western boundary, measures to protect these trees during construction works, and new tree planting within the site. The approved tree protection measures shall be implemented before construction works commence and shall be retained throughout the construction period. The approved planting scheme shall be carried out not later than the first available planting and seeding season after completion of the development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

5. The new dwellings hereby approved shall not be occupied until full details of a hard landscaping scheme, including details of all site boundary treatments and all fencing within the site, have been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

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

6. The new dwellings hereby approved shall not be occupied until a sustainable drainage scheme for the drainage of the car parking spaces has been submitted to and approved in writing by the Local Planning Authority and the approved scheme has been implemented in full.

Reason: To prevent surface water flowing on to the public highway.

7. The first floor window to the bathroom in the east facing elevation of House 2, facing towards nos. 127-129, High Road, shall be non-opening and fitted with obscured glazing at all times.

Reason: To prevent overlooking and a loss of privacy to nos. 127-129, High Road.

Informatives

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

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

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

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

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

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

2. This development may be considered a chargeable development for the purposes of the Community Infrastructure Regulations 2010 (as amended). The charge is non-negotiable and is calculated at the time

planning permission is granted. The charge is based on the net increase of gross internal floor area of the proposed development.

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

If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course. Failure to adhere to the Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. All new units granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on streetnamenumbers@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.
4. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended. The Council also gave advice on the proposal and sought amendments during the application process.

Drawing numbers

P149_LP_01

P149_MS_01, 02

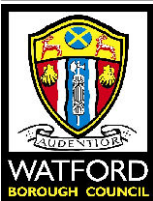
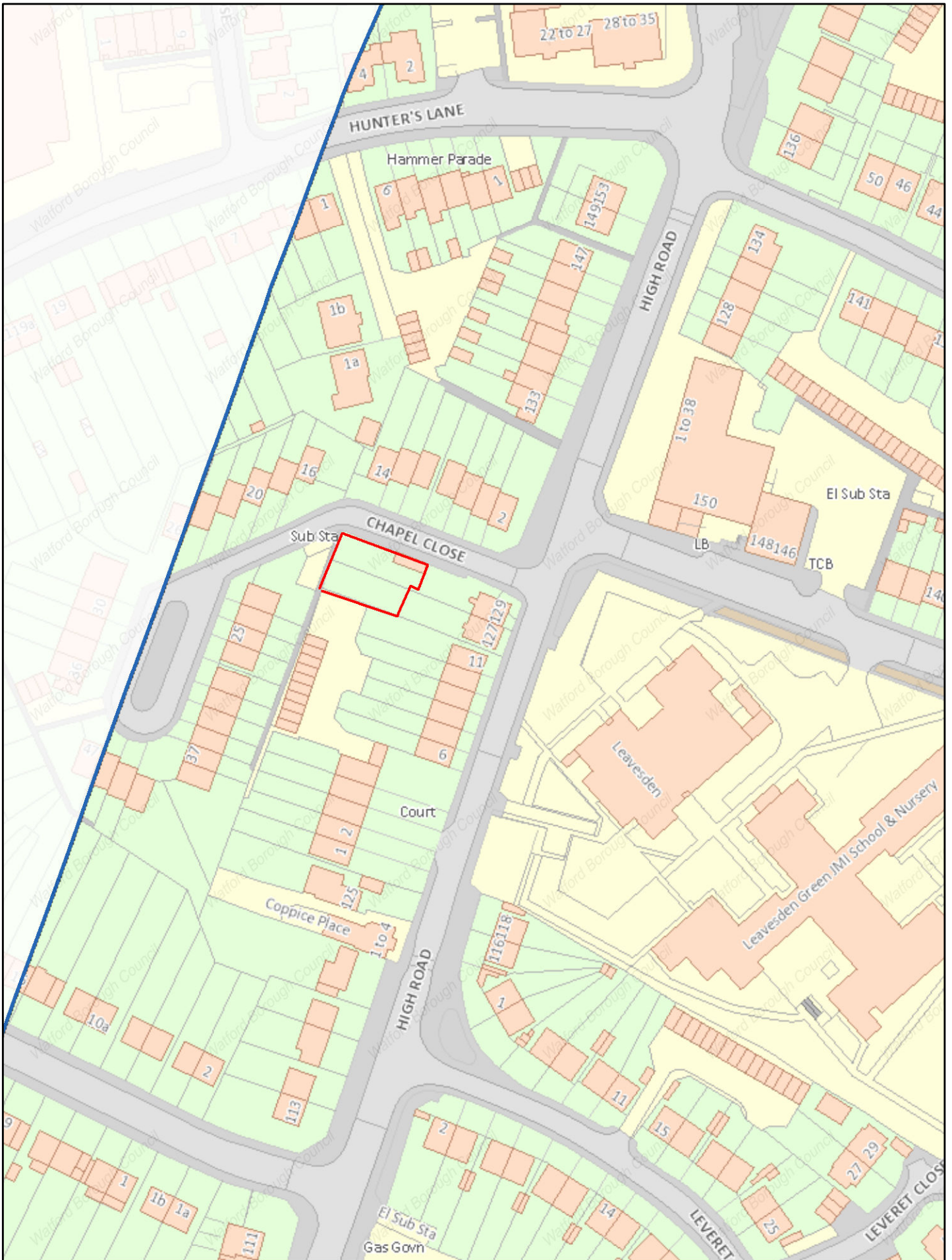
P149_SP_01 P1

P149_GA_01 P1, 02 P1, 03 P1, 04 P1, 05 P1, 06 P1

Case Officer: Paul Baxter

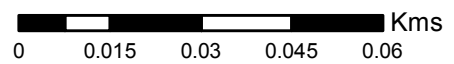
Email: paul.baxter@watford.gov.uk

Tel: 01923 278284



127 and 129 High Road

Date: 24/10/2016



Scale 1:1,250



| | |
|--|--|
| PART A | |
| Report of: Head of Development Management | |
| Date of committee: | 2nd November 2016 |
| Site address: | 7-15, Bridle Path |
| Reference Number: | 16/01046/FULM |
| Description of Development: | Demolition of the existing buildings and erection of a part 5 storey, part 8 storey, part 9 storey 124 bedroom hotel (Use Class C1) including ancillary café/restaurant and bar facility and associated landscaping and access. |
| Applicant: | Drax Investments Limited |
| Date Received: | 12th August 2016 |
| 13 week date (major): | 11th November 2016 |
| Ward: | Central |

1.0 Site and surroundings

- 1.1 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.
- 1.2 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 Express 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.

2.0 Proposed development

- 2.1 To demolish the existing buildings and erect a new hotel building on the site, varying in height from 5 storeys at its eastern end to 9 storeys at its western end. The hotel will have 124 bedrooms with its main entrance fronting the western spur of Bridle Path. At ground level it will have a restaurant with 124 covers and staff facilities. All bedrooms will be on the upper floors.
- 2.2 The building will occupy virtually the whole of the site and there will be no on-site car parking provision.

3.0 Relevant planning history

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

64/27024/COU Conditional Planning Permission 14.01.1964 Change of use to light engineering.

64/27165/FUL Conditional Planning Permission 14.01.1964 Use of premises as workshop.

68/04170/FUL Conditional Planning Permission 02.07.1968 Renewal of permission - continuation of use of premises for general industrial purposes.

72/08048/FUL Conditional Planning Permission 23.03.1972 Renewal of permission for use of premises for general industrial purposes.

78/00280/FUL Conditional Planning Permission 14.06.1978 Erection of industrialised building to form drawing office and additional car parking area.

81/00492/OUT Conditional Outline Planning Permission 04.11.1981 Reconstruct part ground floor, construct first floor extension and demolish existing separate buildings on site (Outline Application).

81/00603/RM Approval of Reserved Matters 27.01.1982 Submission of details for the reconstruction of a building pursuant to outline permission No. 9/492/81 granted on 3rd November 1981.

13/00328/OUTM Application Withdrawn 09.07.2013 Outline planning permission for mixed-use development of up to 78 flats (Class C3) and 585 sqm of gym (Class D2) in a building up to 9 storeys high with ancillary parking.

14/00013/OUTM No Further Action 12.03.2014 Outline application for a mixed use development of 30 residential units as 4 x 2bed flats, 8 x 1bed flats and 18 x studio flats (Class C3) and 1,728 sqm of office space (Class B1) in a building up to 8 storeys high.

14/00555/OUTM Refusal of Outline Planning Permission 18.12.2014 Outline application for a mixed use development of up to 30 residential units (Class C3) and up to 1,728 sqm of office floorspace (Class B1a) in a building up to 8 storeys high.

4.0 Planning policies

Development plan

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

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

4.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.

4.3 The *Watford Local Plan Part 2: Publication Version* was published in July 2016. This has been subject to 3 rounds of public consultation – Nov-Dec 2013, Dec 2014-Feb 2015 and Dec 2015-Feb 2016. It contains development management policies and site allocations. The emerging policies and site allocations in this document can be given limited weight at this time.

4.4 Watford Local Plan Core Strategy 2006-31

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|------|--|
| 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 |
| EMP1 | Economic Development |
| EMP2 | Employment Land |
| T2 | Location of New Development |
| INF1 | Infrastructure Delivery and Planning Obligations |
| UD1 | Delivering High Quality Design |
| UD2 | Built heritage Conservation |

4.5 **Watford District Plan 2000**

| | |
|------|--|
| SE7 | Waste Storage, Recovery and Recycling in New Development |
| SE24 | Unstable and Contaminated Land |
| T21 | Access and Servicing |
| T22 | Car Parking Standards |
| E1 | Employment Areas |

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

| | |
|----|--|
| 1A | Presumption in Favour of Sustainable Development |
| 2 | Waste Prevention and Reduction |
| 12 | Sustainable Design, Construction and Demolition |

4.7 **Hertfordshire Minerals Local Plan Review 2002-2016**

No relevant policies.

4.8 **Supplementary Planning Documents**

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

4.9 *Watford Character of Area Study*

The Watford Character of Area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.10 **National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 2 Ensuring the vitality of town centres

Section 4 Promoting sustainable transport

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

Decision taking

5.0 Consultations

5.1 Neighbour consultations

Letters were sent to 91 properties in Bridle Path, Station Road and St Albans Road.

5.2 The following is a summary of the representations that have been received:

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|-----------------------------------|----|
| Number of original notifications: | 91 |
| Number of objections: | 4 |
| Number in support: | 0 |
| Number of representations: | 1 |
| TOTAL REPRESENTATIONS: | 5 |

The points that have been raised are summarised and considered in the table below.

| Representations | Officer's response |
|--|--|
| Overdevelopment with no open space. | The site currently has no open space and surrounding sites also have very limited open space other than car parking. This is not uncommon in central urban areas such as this. |
| No parking provision. | The site is a short distance from Watford Junction Station and its bus interchange. It is in a highly accessible and sustainable location where car free development is appropriate and acceptable in principle. |
| Building too high, restricting light to adjoining buildings. | The site is one storey higher than the existing Holiday Inn Express adjoining. It is within an area where taller buildings are considered acceptable in principle. |
| Site includes land not within the | The parcel of land in question is located at |

| | |
|---|--|
| applicants ownership. | the south-western corner of the site and is proposed as part of the open frontage area for deliveries. The application site benefits from a right of access over this land. No development is proposed on this land. Ultimately, this is a private matter between the land owners. |
| Building is sited on the site boundaries, allowing no provision for maintenance. Footings will encroach on to adjoining land. Existing foundations of adjoining building could be undermined. | These are private matters between the land owners and not material planning considerations. Other legislation, including the Building Regulations and the Party Wall Act, are relevant in this case. |
| Increase in cars, coaches and HGVs on Bridle Path which has limited access and turning. Road being blocked. | A Transport Statement has been submitted with the application and is referred to in the report. |
| Overshadowing of listed buildings. | A Heritage Statement has been submitted which assesses the impact on the listed building. The impacts are not considered significant in this case. |
| Height will cut natural light to offices at Apex House adjoining the site. | Apex House is a 2 storey office building adjoining the southern boundary of the site. It has windows on all elevations including the north elevation, which directly face on to the application site. The proposal will block light to these windows. This is discussed in the report. |
| Development not of any architectural interest. | The design and appearance of the proposal has been the subject of significant discussion during the application process. The design and materials proposed are now considered acceptable. |
| Adjacent to another hotel. No evidence of need for more hotel rooms. | The applicant has submitted evidence to support the need for a new hotel. |
| Site should be developed for offices. Article 4 Direction applies. | Although the site falls within the employment area where the focus should be on offices, appropriate supporting uses such as hotels are acceptable in principle. The Article 4 Direction only prevents existing offices from being converted to residential use. |
| Unauthorised use of adjoining parking spaces by existing hotel | This is a private management issue. |

| | |
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| guests. | |
|---------|--|

The Committee will be advised of any additional representations received after the date this report was written.

5.3 **Statutory publicity**

The application was publicised by site notice posted on 22 August 2016 and by advertisement in the Watford Observer published on 19 August 2016. The site notice period expired on 12 September 2016 and the newspaper advertisement period expired on 9 September 2016.

5.4 **Technical consultations**

The following responses have been received from technical consultees:

5.4.1 Hertfordshire County Council (Highway Authority)

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Provision of Visibility Splays

SHC 17: Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) a vehicular visibility splay shall be provided in full accordance with the details indicated on the approved plan. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

Construction Traffic Management and Routing / Exceptional Wear and Tear

SHC 26A: Prior to the commencement of any works a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway shall be submitted to and approved in writing with the Local Planning Authority in consultation with Hertfordshire County Council Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.

Reason: In the interests of maintaining highway efficiency and safety.

Travel Plan

SHC 37A: Prior to the commencement of the construction of the hotel hereby permitted an Interim Travel Plan shall be submitted, approved and signed off by

the Local Planning Authority in consultation with the Highway Authority, such a Travel Plan shall accord with Hertfordshire County Council document 'Hertfordshire Green Travel Plan Guidance' .

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

The assessment does not indicate any significant issues with the proposal and a previously approved and now built and operating hotel next to this site would appear to function well in highway terms. As far as the highway authority can tell, concerns over highway safety, capacity or restricting the free flow of the highway network have not come to light. The highway authority would therefore not wish to restrict the grant of planning permission subject to the above conditions and informatives.

5.4.2 Hertfordshire County Council (Lead Local Flood Authority)

Following a review of the surface water drainage report carried out by Innervision Design Ltd dated October 2016, we can confirm that we are now in a position to remove our objection on flood risk grounds and advise the LPA that the proposed development site can be adequately drained and mitigate any potential existing surface water flood risk if carried out in accordance with the overall drainage strategy.

The drainage strategy is based upon attenuation and discharge into Thames surface water sewer restricted at 6l/s which demonstrates a 50% reduction from existing rates. We note Thames Water have been contacted and have no objection in principle to the proposed scheme.

We therefore recommend the following conditions to the LPA should planning permission be granted.

Condition 1:

The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Innervision Design Ltd dated October 2016,, the following mitigation measures detailed within the drainage assessment:

1. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
2. Undertake the drainage to include green roofs, permeable paving and attenuation tank.
3. Implement appropriate drainage strategy based on attenuation and discharge into Thames surface water sewer at 6l/s.

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

Reason:

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

Condition 2:

No development shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

1. Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
2. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason:

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

5.4.3 Hertfordshire County Council (Development Services)

Based on the information provided to date we would seek the provision of fire hydrant(s), as set out within HCC's Planning Obligations Toolkit. We reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.

All developments must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. HCC therefore seek the provision of hydrants required to serve the proposed buildings by the developer through standard clauses set out in a Section 106 legal agreement or unilateral undertaking.

Buildings fitted with fire mains must have a suitable hydrant provided and sited within 18m of the hard-standing facility provided for the fire service pumping appliance.

The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22). In practice, the number and location of hydrants is determined at the time the water services for the development are planned in detail and the layout of the development is known, which is usually after planning permission is granted. If, at the water scheme design stage, adequate hydrants are already available no extra hydrants will be needed.

Section 106 planning obligation clauses can be provided on request.

Justification:

Fire hydrant provision based on the approach set out within the Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements) document, which was approved by Hertfordshire County Council's Cabinet Panel on 21 January 2008.

The County Council seeks fire hydrant provisions for public adoptable fire hydrants and not private fire hydrants. Such hydrants are generally not within the building site and are not covered by Part B5 of the Building Regulations 2010 as supported by Secretary of State Guidance "Approved Document B".

In respect of Regulation 122 of the CIL Regulations 2010 the planning obligations sought from this proposal are:

(i) Necessary to make the development acceptable in planning terms.

Recognition that contributions should be made to mitigate the impact of development are set out in planning related policy documents. The NPPF states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Conditions cannot be used cover the payment of financial contributions to mitigate the impact of a development (Circular 11/95: Use of conditions in planning permission, paragraph 83).

All developments must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22).

(ii) Directly related to the development;

Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

(iii) Fairly and reasonable related in scale and kind to the development.

Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

5.4.4 Thames Water

Waste Comments - Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water Drainage - 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.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

5.4.5 Crime Prevention Design Advisor

1. Crime not addressed in the DAS (Design and Access Statement):
CABE's 'Design and Access Statements: How to Read, Write and use them' 2006. This document makes clear reference that Crime Prevention should be addressed in the DAS (Part 1 page 8). Because crime is not addressed by the applicants it makes it difficult as to whether there will be any security measures in place to deter crime, or if it occurs to help it be investigated and detected. Therefore I am unable to say at this time whether I would be for or against this application.

2. Budget Hotel Crime Risks:
Unfortunately such hotels can and are used by offenders for child exploitation. Other offences that occur at such hotels are: domestic arguments between customers where police need to be called, assaults including on staff by customers, theft, fraud, and drugs offences. It is important that such hotels have measures in place to help deter crime as well as staff to have some control and awareness of what is happening in such places.

3. Security:
 - a. CCTV – I would look for the corridors on each floor to have CCTV coverage as well as inside all ground floor fire exit doors, the main pedestrian entrance, reception area and any bar area.
 - b. Fire exit doors – These should all be alarmed and sound by reception to alert staff that fire doors have been opened.

Such security measures will help deter child exploitation as well as general crime. If needs be these measures should be conditioned.

In response to these comments, the applicant has replied as follows:

"It is noted that Hertfordshire Police have provided comment on the planning application. This letter seeks to respond to the points raised.

Premier Inn has over 740 hotels in the United Kingdom and takes the security of people and property with the upmost seriousness. The safety of its guests and employees are monitored closely at every level of the business and Premier Inn have very experienced managers that are trained to deal with those crime risks identified by Hertfordshire Police.

Hertfordshire Police identify hotels as creating the potential for "domestic arguments between customers where police need to be called, assaults including on staff by customers, theft, fraud, and drugs offences". As such,

Hertfordshire Police advise that it is important that such hotels have measures in place to help deter crime as well as staff to have some control and awareness of what is happening in such places.

Seeking to prevent crime is wholeheartedly supported by Premier Inn. However, Icen Projects, as planning consultants, believe that the points raised by Hertfordshire Police are best addressed through management and training - rather than by the planning system.

All new build hotels have CCTV, including an interactive system in reception, external and internal cameras and perimeter security alarms, as well as a number of management processes such as locking the front doors at 11pm to assist with effective security management and all team members receive appropriate security awareness training.”

5.4.6 Urban Design and Conservation Manager Comments on revised design October 2016.

Impact on the setting of heritage assets

The applicant has submitted a Heritage and Townscape Assessment in support of their proposal which considers the impact of the proposed development on agreed strategic and contained urban views and on the setting of the listed building.

Strategic View 2 (Skyline) – I am happy that there would not be any significant impact from the proposal on this view.

Contained Urban View 3 (Skyline) – the photo of this view submitted is taken when the trees are in full leaf and the proposed building would be hidden behind the trees. However, the photo included in the Skyline SPD is taken when the leaves are off the trees and provides a better indication of the relationship between the proposed building and the spire of Reeds Orphanage. It seems that the proposed building would impact on the clear view of the spire by appearing right next to the tower element of the spire and thus impacting significantly on the view.

This view is part of the setting of this listed building and as such should be considered using the HE guidance on setting published as HE Good Practice Advice in Planning 3 (March 2015).

The guidance note uses a series of stages to assess impact; step 1 is the identification of the assets and settings which are affected – the Reeds Orphanage wider context setting for this view; step 2 assess what contribution the setting makes to the significance of the asset; step 3 assesses the effects of the proposals on the significance; step 4 looks at the ways to maximise enhancement and avoid or minimise harm; step 5 make and document decisions

and monitor outcomes.

Step 2: Contribution: at the time of construction the spire would have been seen from the surrounding area in much the same way as church spires and towers are viewed and served as a local landmark; to this end the role of the views and setting do make a significant contribution to the value of the building and the experience of the asset. Where they have not been compromised such views should be protected from intrusive developments.

Step 3: Assessment of the effects: the potential for the proposal to affect the setting of Reeds Orphanage was identified in the initial comments and the photographs submitted recently demonstrate that the proposed building will be seen in close proximity to the spire of Reeds Orphanage and will prevent the spire and tower from being seen as a separate entity in this view. As such this view of the asset is not protected. In this view the spire and tower is currently the dominant feature in the skyline so proposals which compete with it will reduce the significance of this role.

Step 4: Enhancement/amelioration: it is difficult to see how the building could be altered to avoid the negative impact on the view other than a significant reduction in height and massing.

The Flag (Benskins House): the effects of the proposals on the setting of this building should be assessed using the same HE guidance as for CUV3.

Step 1 – identification of the asset – the asset is a grade ii listed building constructed around 1860 as the main hotel and tavern serving the railway station and included stables where carriages could be left. The principal part of the building has a good form which has not been altered and an Italianate style architecture was used. The principal element has two main elevations; one with a raised terrace which has a balustrade edge fronting the space in front of the station and once which is set back from the pavement and fronts Station Road. The historic maps for 1870s suggest that the principal entrance was that to the station. The stable range fronted Station Road and early maps show the road widens to create a small public space and the principal entrance fronts onto this space.

Step 2: contribution of setting to significance – there are two aspects to the setting of this building which are relevant to the proposed scheme; the first relates to the views of the principal part of the building and its role in the street scene when viewed from the area in front of the station and the second relates to the stable block range and its relationship and setting from Station Road. This is due to the angled arrangement of the two parts of the building.

Setting of the front from the area in front of the station: The extract above [*not quoted here*] and the historic mapping show that the building was constructed to

address the space in front of the station and until the late 20th century would have been the most dominant building in the street scene. The building sits on raised ground and is 3 storeys in height with a pitched hipped roof with chimneys included a linked pair in the centre of the roof. On this basis the setting does contribute to the significance of the asset and it is important that the building retains its role in the street scene. The wider setting has been compromised by recent developments which intrude but do not dominate. Setting of the stable block range: again this setting was little altered until the late 20th century and retained a key role in the street scene for Station Road; the building retains its relationship with the street as the area in front of the building is open still; however, the ridgeline of the roof now has buildings which appear behind it. The roof form is a simple pitch with a central pediment feature. This element is subservient to the principal element of the building. The setting of the building in terms of the frontage relationship is important and contributes to the significance of the asset; the wider setting is significant in terms of role of the building in the street scene; this element has been compromised by more recent developments which intrude but do not dominate the setting.

Step 3 effect of the proposed development: the proposed development would be seen in terms of the wider setting of both elements of the asset.

Principal element: the photograph shows that the proposed development would be seen in the wider setting of the principal elevation; whilst there are more modern buildings visible in the existing view of the asset they do not dominate. The submitted photos shown that the proposed development would dominate views of the front of the building for the following reasons:

- The proposed building is significantly closer to the asset and whilst it is a similar height to existing modern buildings it is perceived to be bigger and can be seen above the ridge line of the asset and compromises the comprehension of the building form.
- The brick colour chosen, whilst is not unattractive in terms of close views of the proposed building, does not work when seen in the context of the asset (the photo is taken on a gloomy day).

It is considered that the proposed development would erode the significance of the asset due to the impact on the way the asset is viewed and perceived in the street scene.

Stable range: the proposed building would be more intrusive to the wider setting of the element of the asset as it is closer to the asset and is a bigger building than the existing building which can be seen closest to the asset (Holiday Inn). It is considered that in terms of the experience of this part of the asset there is an increase in the intrusion but not to the extent that further harm is caused; there is no enhancement.

Step 4 maximising enhancement and minimising impact: it is considered at step 3 that some harm is caused to the setting and the asset in both the views assessed; the degree of harm is greatest to the principal elevation and part of the asset and therefore this results in more loss of significance to the asset. The applicant has made some effort to improve the design of the proposed building without us being able to really consider the impact on the asset fully as the statement was not available at the time of the discussions. The issue was raised in the initial comments made. Further changes could be made to reduce the impact; further changes to be considered:

- Reducing the height of the building by 2 storeys to result in a less dominant intrusion;
- Altering the colour of the brickwork;
- Consideration of an alternative and high quality material for the visible elevation which would not dominate;
- Altering the materials used on the roof so that they merge more with the sky.

The analysis above establishes that some harm is caused to the significance of the asset by the additional intrusion to the setting and effect on the perception of the asset when viewed in its wider setting.

The NPPF sets out how harm should be considered when dealing with development proposals and para 134 sets out that where less than substantial harm is caused to the significance of the asset then this should be weighed against the public benefits of the proposal. This is the relevant paragraph to apply here.

The proposed use is for a hotel in what is an employment area and we do not have any real assessment of the need for this use within the employment area (EMP 5) or whether this is considered to be of public benefit.

Building Design

The applicant has made changes to improve the building design based on an assessment of the design without the information to assess impact on the heritage assets.

Changes have been made to the two front elevations which have improved the appearance and activity on the front where the entrance is; the second front has one window and the rear access has been removed and will only function as a fire exit.

Changes have been made to the materials to remove the render/panel elements and use brick across all the elevations; textured brick has been introduced which

provides some relief to the otherwise bland side elevations. The windows have been altered to give the impression of a bottom, middle and top section to the front elevation; this does represent an improvement but is only just acceptable. Overall, aside from the issues identified regarding the impact on the heritage assets the proposed building is just about acceptable for the location; the site is difficult and constrained and the applicant has a format which needs to be followed with limited flexibility to adapt to the site. There are further changes which could be made from a design perspective but these were not acceptable to the applicant in terms of their building operation and budget. The resultant design is a compromise.

In conclusion, the questions to be considered are:

- Does the public benefit outweigh the harm caused to the significance of Benskins House by the resultant intrusion into the wider setting and effect this has on the way the building is perceived in the street scene;
- Does the use as a hotel work in the employment area given this issue?
- Is the building design good enough given the above?

The applicant has provided the following response to these comments:

‘ We write in reference to the above planning application following updated design and conservation comments from Watford Borough Council. This letter responds specifically to points raised on view CUV3, the Flag Public House, and design matters.

CUV3 and the Reeds Orphanage Tower

The approach taken within our document is entirely in line with the stepped approach advocated by Historic England within their *GPA3: The Setting of Heritage Assets*. In identifying the heritage assets to be affected, it assesses their significance and setting, before assessing the likely impact of the scheme on this significance. Our approach to Reed’s Orphanage (Grade II), and its tower, however, within the context of CUV3 was framed within the context of the view itself. As identified within our document at paragraph 4.4, we are not of the view, however, that the identification of this view within Watford Borough Council’s *Skyline* document equates to a correct or agreed identification of this views as a notable contributor to the setting and significance of the Orphanage and its tower. Indeed, while we would agree that the prominence of the tower was intended and possesses significance, this does not *ispsso facto* generate a situation where any longer view of the tower contributes materially towards significance.

It is vital to remember, in assessing this view, that it is a modern creation, the result of a significant and modern piece of road engineering. In our assessment, it is clear that the Orphanage only becomes prominent for a short period, at the apex of the Link Flyover. As soon as one drops back to ground level, the Orphanage tower quickly disappears. There are a considerable range of more significant views, wherein the

Orphanage tower retains its intended prominence; here, any prominence is artificial, and while this may be of interest to Watford as an authority in townscape terms, it is not possible or appropriate to also imbue this value with any material heritage significance. Indeed, the *Skyline* document does not seek to imply this.

As such, we are of the view that as a baseline position, any impact on the prominence of the Reeds Orphanage tower in this view cannot be seen to generate a notable harmful impact on the significance and setting of Reeds Orphanage as a whole. When this fact is combined with the extent to which the proposed building sits down from the tower itself, and fails to intrude on its prominence, it is quite clear that any impact here is entirely immaterial in significance terms. Equally, in townscape terms, it remains our view that the proposed development allows the Reeds Orphanage tower to retain its prominence, sitting as part of a group of lower buildings which flank the tower. As the views show, any impact will be entirely limited to winter views, as the proposed will be entirely concealed during the months when trees are in full or close to full leaf.

It is noted, incidentally, that the officer has raised concerns about the provision about a 'summer' view, with trees in full leaf. This is inevitable, however, given the timing of the current application, and the officer's request. Nonetheless, the view provided clearly indicates the location of the proposed development in this view, while Google Street View, available online, includes winter views that provide a strong sense of how the development would appear in winter views. Again, however, the clear difference between summer and winter views further demonstrates the limited possible impact of the proposals.

The Flag Public House

The Flag Public House, as shown in the two views below, is already appreciated within the context of taller buildings in the vicinity, most notably the extant Holiday Inn Express adjacent to the Site. The proposal will essentially respond to its immediate surroundings, to the apparent scale of the Holiday Inn Express, and its relationship with The Flag Public House; the Flag is already partially backdropped by the extant hotel, and the proposed will essentially generate a slight increase in this perceived backdropping. It will not, however, impact upon one's appreciation of its architectural form or significance in real terms, with The Flag being perceived, in real terms, as an eye-catching, stand-alone element, with a quite different character and colour to the proposed.

Within this context, it is our view that the proposed development cannot be said to generate harm to the setting of the heritage asset in the manner suggested by the Conservation Officer. The building's relationship with the station forecourt remains, in character terms unchanged, with it retaining its status as the principal building fronting the Station forecourt, with taller buildings beyond, but quite clearly and appreciably set away from the hotel building. The officer notes that modern developments 'intrude but do not dominate'; it is not possible to identify this relationship as changing, particularly

within the context of the attached views. It is therefore our view that the development would preserve the setting of the heritage asset, both in terms of the main Hotel building and its associated stable. Even were any harm to be identified by Watford Borough Council, it is our view that this must, by virtue of the existing development within the immediate vicinity of the Site, be seen to be very limited, and weighed accordingly.

Design

A series of recommendations have been made by the Urban Design and Conservation Manager. This includes a reduction in height by two storeys; amendment to the colour of the brickwork; and amendments to the materials used in cladding the building and on the roof.

Matters relating to materials can be addressed by planning condition. The below planning condition is a standard condition used by Watford Borough Council and, significantly, was applied in granting planning permission for the nearby Holiday Inn (Ref. 06/01305/FULM).

Notwithstanding the details shown on the approved plans, details of the materials to be used for all the external finishes of the buildings, including all external walls, all roofs, doors, windows, fascia's, rainwater and foul drainage goods and fencing shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced on site. The development shall be carried out only in accordance with the details approved under this condition.

The Urban Design and Conservation Manager has expressed a viewpoint that the building be reduced by two storeys. It is acknowledged by Watford Borough Council that such an amendment to the scheme would have a negative impact on the commercial viability of the scheme.

In responding to the issue of building height it should be emphasised that both height and scale was confirmed as being acceptable in advance of submission of the planning application. Moreover, emerging *Policy EMP5: Clarendon Road, Station Road and Bridle Path Office Area* states that the area "has been identified as a suitable location for taller buildings and this policy [EMP5] should be read in conjunction with Policies TB1 and TB2". In referring to Policy TB1 and TB2 it states that "buildings [within the application site] with heights up to 35 metres (about 10 storeys) will be considered". This is significant in the context that the application proposals are 26.8m, i.e. 23% below the building height threshold.

In the context of the above comments we feel unable to reduce the height of the proposed hotel. Not only would it negatively impact the viability of the scheme but would also the proposed building heights are in accordance with emerging policy, which specifically addresses building heights in this location.'

6.0 Appraisal

6.1 Main issues

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

- (a) Principle of the use.
- (b) Scale and design.
- (c) Impacts on surrounding properties.
- (d) Impacts on heritage assets.
- (e) Access and servicing.

6.2 (a) Principle of the use

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) identified potential demand for up to 90,000m² of B1a office floorspace to 2031. Even if all existing vacant floorspace was taken up, there would still be a demand for 34,600m² of new floorspace. This study also highlighted 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.

The latest Economic Growth and Delivery Assessment (EGDA) prepared by Nathaniel Lichfield and Partners (2014) has identified a significantly greater predicted growth in employment at 13,290 new jobs, almost double the predicted 7,000 new jobs in the 2010 Employment Study. Some 11,630 of these are forecast to be in Class B1(a) and B1(b) office jobs. It also predicts a significant shortfall of employment floorspace, in the order of 164,000m² to 215,000m², a significant proportion of which will need to be in the form of office floorspace. Even allowing for some adjustment and refinement of these figures, these figures are a magnitude greater than that planned for in the Core Strategy.

Emerging Policy EMP5 of the Local Plan Part 2 states that development within the Clarendon Road, Station Road and Bridle Path office area should deliver modern, high quality Class B1a and B1b office floorspace to meet these identified needs. However, it also states that an element of small scale

supporting uses (such as coffee shops, conference facilities, gyms and creches) will be supported where these add to the vitality and viability of the office area. Although hotel use is not specifically mentioned, hotels do provide an important supporting role to the business community in providing accommodation for employees and visitors to the office uses within the employment area. The Core Strategy also acknowledges that with the anticipated growth in Watford's economy, the enhancement to Charter Place, the continuing growth of Warner Bros Studio Tour and the planned expansion of the Warner Bros Film Studios, there will be a need for additional supporting facilities such as hotels.

Current occupancy rates within the existing hotels is high and this principally derives from the business community. The applicant's current hotel on Water Lane achieved an occupancy rate of 87.5% in 2014/15 and it is anticipated that the current proposal would exceed this given its better location. The applicant's agent has also provided the supporting statement below:

"Whitbread has confirmed that there is strong demand for a new hotel in this location. By way of example, Watford is categorised by the Whitbread as a "major town", i.e. a population of between 90,000 and 200,000 residents. There are currently three Whitbread hotels in the Watford catchment that are already performing strongly, compared with five well performing hotels in Norwich, which is a comparably sized settlement. Again, Norwich has 17 competitor hotels with 1,434 rooms, whereas Watford has seven branded competitor hotels with 975 rooms. In fact, Whitbread have a business requirement in Watford area for room numbers well in excess of the current 124 room scheme."

As such, the proposed hotel use will support the business community and the wider economy of the town and is considered an appropriate exception to the policy. Although the proposal could not be considered small scale, modern hotel operators normally require bed numbers to be between 90-160 in order to be viable, and this is reflected within the proposed scheme.

6.3 (b) Scale and design

The site is located within Character Area 30B in the Watford Character of Area Study. This area is of mixed character but dominated by large scale commercial buildings of 4 -9 storeys high. Adjoining the site is the 8 storey Holiday Inn Express. To the west, fronting St Albans Road, are the two 4 storey Egale office buildings. A short distance to the east is the 9 storey Iveco House building above Watford Junction Station. The proposed building will be sited immediately adjacent to the Holiday Inn Express.

- 6.3.1 Emerging Policy TB1 of the Local Plan Part 2 relates to the location of taller buildings. Certain locations, including Clarendon Road, which benefit from good public transport accessibility, are identified as areas where taller buildings could

be located. Although not within Clarendon Road itself, the site is within the designated employment area. As such, a taller building would be considered acceptable in principle in this location. In the context of the surrounding buildings, the proposed building would not necessarily be considered a tall building, nevertheless, it will sit comfortably alongside the existing buildings without appearing unduly prominent.

6.3.2 In terms of design and appearance, negotiations during the application process have focussed on improving the quality of the design, avoiding repetitive window fenestration typical of many hotels and large expanses of featureless blank walls. The use of good quality facing brick as the main treatment is also been sought. Although the design to a large extent remains a function of the long, narrow site and its use, it is considered that the proposed design is now acceptable and will be a high quality addition to the locality.

6.3.3 It is noted that the Council's Urban Design and Conservation Manager considers that the design of the development could be further improved and that the resultant design is a compromise. However, such a comment is far from an objection on the basis of poor design and indeed could be applied to most developments. The objective of the planning system is to balance relevant considerations including design quality and the delivery of development. The height of the building follows the Council's aspirations for the area and is likely to be replicated on other sites nearby, in addition further reduction in height or design alterations are likely to prevent delivery of the development. In this case it is considered the proposed development would sit comfortably alongside other buildings in the street and indeed those which the Local Plan aspires to.

6.4 (c) Impacts on surrounding 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 Express hotel, it will not have any significant adverse impact on these properties.

6.4.1 With regard to Apex 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. If the approach was to be taken that existing levels of outlook and light had to be maintained, no future development of the application site would be possible. The offices at Apex House are largely open plan and benefit from outlook and light from windows on the west, south and east elevations that are not affected by the proposal.

6.4.2 For these reasons, it is not considered that the loss of outlook and light to the windows in the north elevation of Apex House justify the refusal of the proposal.

6.5 (d) Impacts on 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.

6.5.1 The closest part of the proposed building to the listed building is the eastern (rear) end of the building. This is sited 15m 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.

6.5.2 The main listed building, the former hotel, is sited 66m 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 taller buildings of the Holiday Inn Express and Egale House form the backdrop to views of the listed building.

6.5.3 In relation to the matters raised with regard to impacts on the listed building, it is important to consider the public benefit as a whole. The proposed development falls within an area which is critical to the Council's wider strategy to regenerate the station surroundings and main employment area. These current policy aspirations will deliver significant benefits to the borough in terms of providing jobs, homes and a quality built environment and will inevitably result in a change to the skyline which provides a backdrop to the listed building.

6.5.4 It should also be recognised that it is a common scenario for a listed building in a highly urban area to have a backdrop of other structure (indeed it is unusual for such a building to have a backdrop of clear sky) and such arrangements are

common across cities and towns country wide. While the proposal will change the backdrop of the Listed Building from certain viewpoints, it is not considered this will have an unacceptable impact on the value of this heritage asset which would maintain its integrity, quality and relationship with the station. A change to the backdrop of a Listed Building in such an urban location is considered to be inevitable and the wider benefits of providing regeneration are considered to outweigh any harm in this regard.

6.5.5 In relation to the issue of the spire at the reeds orphanage, the applicant has sent further information which is considered to demonstrate that the proposal will not significantly alter the view of the spire in this view compared when seen alongside other buildings in the surrounding area.

6.5.6 For the above reasons, it is considered that a correct balance of planning considerations lies in favour of granting permission for this development.

6.6 (e) Access and servicing

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. A Travel Plan has been submitted with the application based on Hertfordshire County Council's Travel Plan Guidance and this will promote sustainable modes of travel to the site.

6.6.1 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. 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 12m service vehicle which would allow servicing of the hotel clear of the carriageway. This is the smallest size of vehicle used by the operator. The size of hotel proposed would generate 14 service vehicles per week (approximately 2 per day, with no deliveries/collections on Sundays and bank holidays). These would comprise 7 for linen, 3 for food, 1 for beer/wine and 3 for refuse. As the delivery bay is at the western end of the building, all vehicles would access and egress the site from St Albans Road.

6.6.2 An integral bin store will be incorporated into the building at its eastern end. Tracking diagrams for a refuse vehicle have been included in the Transport

Statement to demonstrate that a vehicle can enter and leave this eastern spur of Bridle Path in forward gear, enabling refuse collection to take place.

6.6.3 It is noted that the highways authority have requested a construction traffic management plan to be secured by condition. However, this relates to construction matters which are not material planning considerations and the requirements of such a condition would not meet the relevant tests. As such, this condition should not be imposed.

6.7 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 standard conditions requiring a ground investigation and any appropriate remediation measures are proposed. In order to minimise the risk of flooding post-development, a surface water drainage strategy has been approved by the County Council as the Lead Local Flood Authority. This can be secured by condition.

6.8 Sustainability, energy and waste

The site is within Special Policy Area 1: Town Centre and, as such, will be expected to exceed current Building Regulations. The Council's emerging development management policies within the Local Plan Part 2 require all development within Special Policy Areas to achieve an energy performance standard equivalent to BREEAM Excellent.

6.8.1 The applicant has submitted a sustainability statement which sets out how policy objectives will be met by optimizing sustainability through the incorporation of best practice design, construction and operation measures. Key measures include building design in accordance with the principles of energy efficiency and best practice in sustainable design; achieving a net 44% overall reduction in CO2 emissions on Part L of the Building Regulations 2013; achieving a 12.5% overall reduction in water use; and the incorporation of sustainable surface water drainage.

7.0 Community Infrastructure Levy and Section 106 planning obligation

7.1 Community Infrastructure Levy (CIL)

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

development. The charge is non-negotiable and is calculated at the time that planning permission is granted.

The CIL charge applicable to the proposed hotel development is £120m². Based upon the proposed floorspace of 4825m² and the existing floorspace to be demolished of 852m², the net additional floorspace is 3973m². This results in a CIL charge of £476,760.

In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

7.2 **S.106 planning obligation**

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants. In this case, the only requirement is for the provision of fire hydrants, which can be secured by condition.

8.0 **Conclusion**

8.1 There is no objection in principle to a hotel use on this site. There is an on-going demand for hotel accommodation within the Borough and the proposal will serve the business community focussed on Clarendon Road and the surrounding employment area as well as the town centre. The design of the proposal has been the subject of detailed discussions and has evolved into a high quality building using brick as the facing material, which is considered appropriate for the site. Having regard to the scale of the building, it is not considered to have any significant adverse impact on the wider setting of the listed building at Benskin House.

8.2 The proposal will have an impact on some of the windows in the adjoining Apex House, an office building adjoining the southern boundary of the site. Windows on the north elevation sited close to the boundary will experience a loss of light and outlook. However, this would be the case with any development of the application site and it is not considered justified to refuse the application for this reason. The offices also have windows on the west, south and east facing elevations that will be unaffected by the proposal. No residential properties will be affected.

9.0 Human Rights implications

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

That planning permission be granted subject to the following conditions:

Conditions

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

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

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

PL-01A, 02A, 03A, 04A, 05A, 06A, 07A, 08, 09

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

3. No construction works shall commence until full details and samples of the materials to be used for the external surfaces of the building (including walls, roofs, windows and doors) have been submitted to and approved in writing by the Local Planning Authority.

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.

4. No construction works shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority:

- i) details of the window reveals;
- ii) details of the patterned brickwork on the north and south elevations;

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.

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 6. No demolition or construction works shall commence until a detailed scheme to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - i) a preliminary risk assessment (PRA) which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site;
 - ii) where the PRA in (i) above identifies the need for further investigation, a site investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site;
 - iii) where a site investigation scheme referred to in (ii) above is required, the results of the site investigation and risk assessment and, based on these, an options appraisal and remediation

strategy giving full details of the remediation measures required and how they are to be undertaken;

- iv) where a remediation strategy referred to in (iii) above is required, a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. No changes to these components shall be undertaken without the written approval of the Local Planning Authority. All works shall be carried out in accordance with the approved details.

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

- 7. Where a remediation strategy has been approved pursuant to Condition 3, no construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

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

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

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

9. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Innverson Design Ltd dated October 2016,, the following mitigation measures detailed within the drainage assessment:
 1. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
 2. Undertake the drainage to include green roofs, permeable paving and attenuation tank.
 3. Implement appropriate drainage strategy based on attenuation and discharge into Thames surface water sewer at 6l/s.

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

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants, in accordance with Policy SD2 of the Watford Local Plan Core Strategy 2006-31.

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

Reason: To prevent the increased risk of flooding, both on and off site, in accordance with Policy SD2 of the Watford Local Plan Core Strategy 2006-31.

11. No construction works shall commence until a detailed scheme for the provision of mains water services to serve the development, including, where necessary, fire hydrants, has been submitted to and approved in writing by the Local Planning Authority. No occupation of the development shall take place until the approved mains water scheme has been provided in full.

Reason: This is a pre-commencement condition in order to ensure adequate mains water services, and in particular fire hydrants, are provided to serve the development.

12. The development shall not be occupied until a final Travel Plan, based upon the submitted Travel Plan by RGP (Ref. RLR/WHIT/16/3182/TP02, dated July 2016), has been submitted to and approved in writing by the Local Planning.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

13. The development shall not be occupied until a detailed soft landscaping scheme for all the land within the site has been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

14. The development shall not be occupied until a detailed hard landscaping scheme for all the land within the site, including details of all site boundary treatments, has been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

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

15. The development shall not be occupied until the refuse and recycling bin store, as shown on approved drawing no. PL-02A, has been constructed and made available for use. 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.

16. The development shall not be occupied until the following works, as shown in principle on approved drawing no. PL-01A, have been laid out and constructed in full:
 - i) The closure of the existing access at the eastern end of the site and the reinstatement of the footpath.
 - ii) The closure of the existing access at the western end of the site and the formation of the servicing lay-by.

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

17. No plant or equipment shall be sited on the external elevations of the building unless details of the plant or equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include size, appearance, siting and technical specifications relating to noise and odour control as appropriate.

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.

Informatives

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

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

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

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

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

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

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

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

If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course. Failure to adhere to the Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. All new developments granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on streetnamenumbers@watford.gov.uk or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.
4. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning

(Development Management Procedure) (England) Order 2010, as amended. The Council also gave advice on the proposal and sought amendments during the application process.

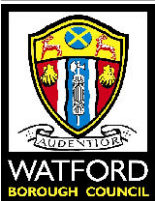
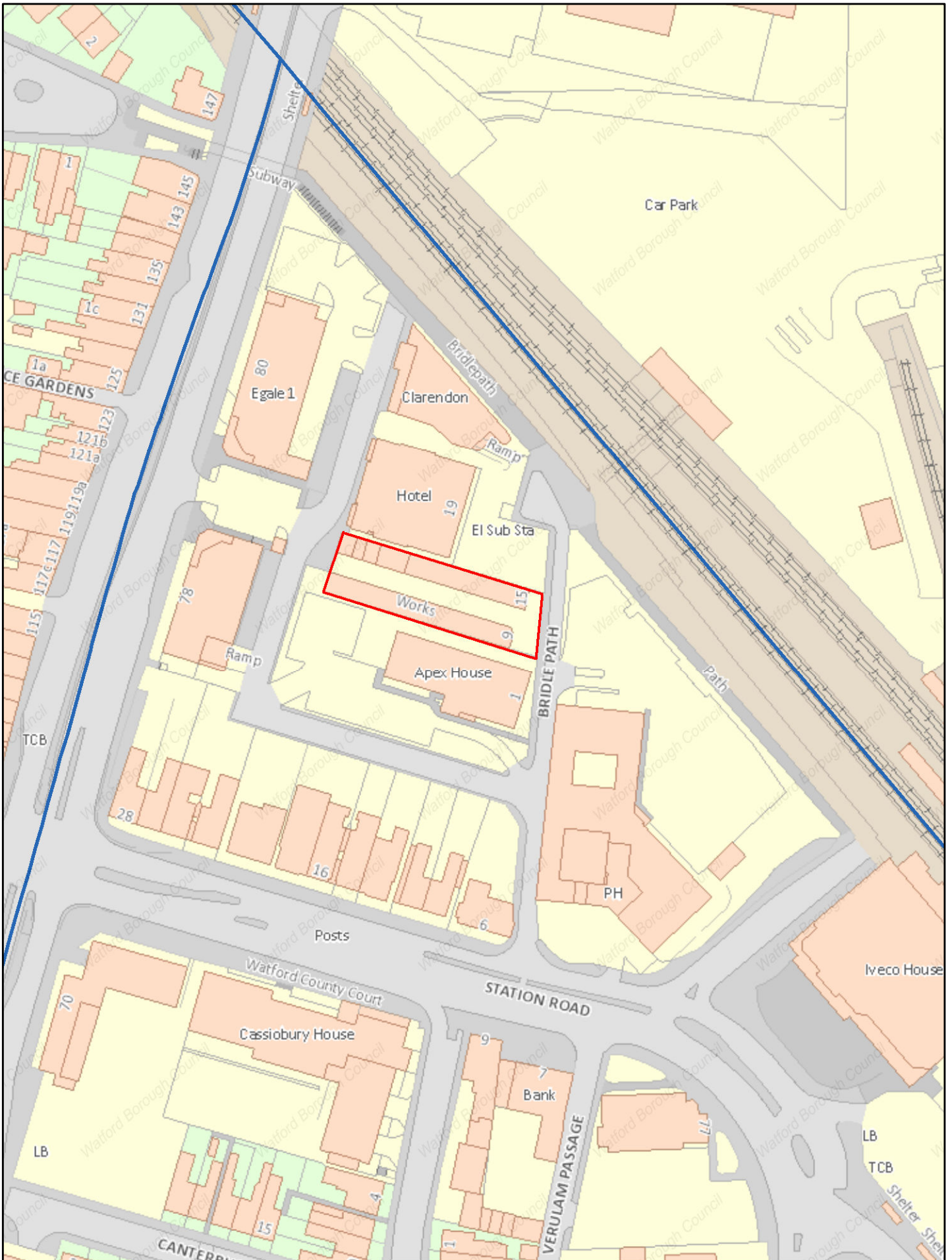
Drawing numbers

PL-01A, 02A, 03A, 04A, 05A, 06A, 07A, 08, 09

Case Officer: Paul Baxter

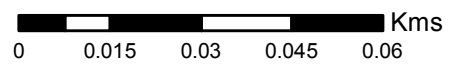
Email: paul.baxter@watford.gov.uk

Tel: 01923 278284



7-15 Bridle Path

Date: 24/10/2016



Scale 1:1,250



| | |
|--|--|
| PART A | |
| Report of: Head of Development Management | |
| Date of committee: | 2 November 2016 |
| Site address: | 27, Woodford Road |
| Reference Number: | 15/00856/FULM |
| Description of Development: | Demolition of existing trade union hall and social club and redevelopment of site to provide 38 residential units with associated landscaping, cycle and car parking. |
| Applicant: | Bugler Developments Limited |
| Date Received: | 16th June 2015 |
| 13 week date (major): | 15th September 2015 (extended by agreement to 30th November 2016) |
| Ward: | Central |

1.0 Site and surroundings

- 1.1 The site is located on the south-western side of Woodford Road at the northern end of the road opposite Watford Junction station. It is adjoined on 3 sides by the 5 storey office buildings at 64 and 58, Clarendon Road. Along the southern boundary, the site adjoins the basement servicing ramp and plant enclosure of no.58. Beyond this is the 3 storey North West Apartments in residential use. Opposite the site on Woodford Road are 2 storey, semi-detached residential properties and the short term visitors car park at Watford Junction.
- 1.2 Clarendon Road is characterised by 4 and 5 storey office buildings. Woodford Road is characterised by 2 and 3 storey, semi-detached residential properties.
- 1.3 The site itself is occupied by the former Watford Trade Union and Social Club which is a part 2, part 3, part 4 storey building in buff brick and white render. It has a single vehicular access on Woodford Road serving a 23 space car park.

2.0 Proposed development

- 2.1 To demolish the existing building and erect a part 4 storey, part 6 storey building comprising 38 no. 1 and 2 bedroom flats. A new access is proposed at the northern end of the site to serve 4 parking spaces for people with disabilities.

3.0 Relevant planning history

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

00/00339/FUL – Condition planning permission granted in April 2001 for the redevelopment of the site to provide a Class B1 office building and a new club and meeting hall.

4.0 Planning policies

Development plan

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

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

- 4.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.

- 4.3 The *Watford Local Plan Part 2: Publication Version* was published in July 2016. This has been subject to 3 rounds of public consultation – Nov-Dec 2013, Dec 2014-Feb 2015 and Dec 2015-Feb 2016. It contains development management policies and site allocations. The emerging policies and site allocations in this document can be given limited weight at this time.

4.4 Watford Local Plan 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 |
| T1 | Regional Transport Node |
| T2 | Location of New Development |
| T3 | Improving Accessibility |
| T4 | Transport Assessments |
| INF1 | Infrastructure Delivery and Planning Obligations |
| UD1 | Delivering High Quality Design |
| UD2 | Built heritage Conservation |

4.5 **Watford District Plan 2000**

| | |
|------|--|
| SE7 | Waste Storage, Recovery and Recycling in New Development |
| SE22 | Noise |
| SE24 | Unstable and Contaminated Land |
| T10 | Cycle Parking Standards |
| T21 | Access and Servicing |
| T22 | Car Parking Standards |
| T24 | Residential Development |
| T26 | Car Free Residential Development |
| E1 | Employment Areas |
| U17 | Setting of Conservation Areas |

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

| | |
|----|--|
| 1A | Presumption in Favour of Sustainable Development |
| 2 | Waste Prevention and Reduction |
| 12 | Sustainable Design, Construction and Demolition |

4.7 **Hertfordshire Minerals Local Plan Review 2002-2016**

No relevant policies.

4.8 **Supplementary Planning Documents**

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

4.9 *Residential Design Guide*

The Residential Design Guide was adopted in July 2014. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

4.10 *Watford Character of Area Study*

The Watford Character of Area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.11 **National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

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

Section 12 Conserving and enhancing the historic environment

Decision taking

5.0 **Consultations**

5.1 **Neighbour consultations**

Letters were sent to 45 properties in Woodford Road and Clarendon Road.

5.2 The following is a summary of the representations that have been received:

| | |
|-----------------------------------|----|
| Number of original notifications: | 45 |
| Number of objections: | 1 |
| Number in support: | 0 |
| Number of representations: | 1 |

The single letter of objection was from former Councillor Haley who expressed concern regarding the lack of on-site car parking which would lead to additional on-street parking in the surrounding roads.

5.3 **Statutory publicity**

The application was publicised by site notice posted on 30 June 2015 and by advertisement in the Watford Observer published on 03 July 2015. The site notice period expired on 24 July 2015 and the newspaper advertisement period expired on 27 July 2015.

5.4 **Technical consultations**

The following responses have been received from technical consultees:

5.4.1 Thames Water

Surface Water Drainage – 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.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the planning application.

5.4.2 Hertfordshire County Council (Highway Authority)

It is noted that the development proposals have been subject to pre-application discussions with the Hertfordshire County Council (HCC) in which there were no major objections but advice and requests for further information. A Transport Statement has been provided by the applicant addressing the transport items raised in the pre-application stage.

Based on the TRICS [*Trip Rate Information Computer System*] assessment the proposal would generate a daily total of 60 'in and out' vehicle movements whilst the existing trip generation based its previous use would generate a total of 161 'in and out' vehicle trips per day. Therefore, the trip generation for the proposed development is not considered to impact on the highway or the surrounding transport network.

Road safety data obtained from CrashMap indicates that there have been no fatal incidences in the surround network in the last 5 years. However, there have been 5 serious incidences, 2 on Station Road and 3 on Clarendon Road. There have been 48 slight incidences recorded. However, no incidences occurred directly on Woodford Road where the development is being proposed.

The applicant proposes to create a new access point 10 metres north of the existing access. The new access point is proposed to be 6.0m in width. This

access is unnecessarily wide for the number of vehicles expected to use the site.

Additionally, existing access point will need to be stopped up by raising the existing bell mouth and reinstating the footway/verge and highway boundary to same line, level and details as the adjoining footway verge and highway boundary.

A swept path analysis of the proposed car parking spaces has also been carried out as shown in drawing A091279_004. The swept path assessment indicates that the manoeuvring space for large vehicles is tight and the parking spaces are close to the access junction. However, as the level of vehicles entering and exiting the site is low, the likelihood of vehicles entering the site whilst another vehicle is manoeuvring is infrequent and will not have a detrimental impact on the highway network.

The Design and Access Statement states that refuse collection will take place directly from Woodford Road. However, further justification is required by the applicant to address how delivery and services vehicles will access the site. The applicant will need to provide justification that the site can adequately be serviced by these vehicles.

5.4.3 Hertfordshire County Council (Lead Local Flood Authority)

In response to the additional information provided Turner Jomas & Associates and letter dated 15th October 2015, this satisfactorily addresses the points raised in our previous response dated 02 October 2015. We can confirm that we the Lead Local Flood Authority are now in a position to remove our objection on flood risk grounds.

The proposed drainage strategy is based on attenuation and discharge. We note the site is proposing to re-utilise the existing Thames Water surface water sewer connection on Woodford Road and providing betterment to surface water run-off rates. We acknowledge that Thames Water have been contacted and have no initial concerns with maintaining existing connection. However no confirmation has been submitted that Thames Water is satisfied with the surface water rates and volumes proposed.

Drawing no. 100 P1 dated March 2015 has been provided with the drainage layout showing location of proposed SuDS schemes. We acknowledge the use of green roofs and permeable paving to attenuate surface water before discharge into the existing surface water sewer.

We therefore recommend the following conditions to the LPA should planning permission be granted.

Condition 1:

1. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. Implementing appropriate SuDS measures as shown on drawing 100 P1 Drainage Strategy Drawing including permeable paving and green roofs.
3. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.

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

Condition 2:

The development hereby permitted shall not be commenced until such time as a scheme to manage surface water run-off has been submitted to, and approved in writing by, the local planning authority.

1. Confirmation from Thames Water for connection to their surface water system at the proposed discharge rate.
2. Detailed surface water run-off and volume calculations for 1:100 year (+30% CC) are required within the surface water drainage assessment, which ensures that the site has the capacity to accommodate all rainfall events up to 1:100 year (+30% CC).

Reason: To ensure feasibility of the proposed surface water drainage strategy. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

5.4.4 Crime Prevention Design Advisor

Security & Secured by Design physical security:

To alleviate any concerns regarding security for the proposed development, I would look for the development to be built to the physical security of Secured by Design part 2, which is the police approved minimum security standard. These standards are entry level security and meet the Secured by Design part 2 physical security standard. Building to the physical security of Secured by Design, which is the police approved minimum security standard, will reduce the potential for burglary by 50% to 75%. I would encourage the applicants to seek Secured by Design certification to this standard when it is built.

Private rear amenity:

There is an area at the rear of the proposed development, which is communal garden for the residents, which borders with a neighbouring office area to the west. There is an area in the south west corner of the rear communal garden where it is easy for offenders to jump over the boundary into the private rear amenity. If this boundary in the corner cannot be increased in height on the neighbours side, then weldmesh fencing to a suitable height to secure this boundary should be erected against this rear boundary where there is no vegetation growing on the top.

5.4.5 Arboricultural Officer

I would agree with the contents of the Arboricultural Report ref 150504-PD-11 and consider the loss of the four existing trees on site to be acceptable.

I would wish to see conditions attached to any permission requiring the submission of an Arboricultural Method Statement, details of the type height and location of tree protection fencing and a detailed landscaping scheme.

5.4.6 Environmental Health

An acoustic specification for glazing and background ventilators has been provided for the properties. This will ensure an acceptable internal noise impact in accordance with the guidance of BS 8233. On this basis it is considered that the overall noise impact at the site will fall below the No Observed Effects Level (as defined in the NPSE and PPG).

On this basis, the specification provided should be the one used in the development as a minimum. The internal noise levels that this specification is designed to achieve, will be exceeded during periods of warm weather, when windows are opened for cooling.

Suggest a condition be attached such as:

The applicant is to provide and agree with the local planning authority the detail of the mechanical ventilation system capable of providing background and rapid cooling ventilation while the windows are closed, in accordance with the Building Regulations.

6.0 Appraisal

6.1 Main issues

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

- (a) Principle of the use.
- (b) Scale and design.
- (c) Quality of residential accommodation.

- (d) Affordable housing provision.
- (e) Impacts on surrounding properties.
- (f) Access and servicing.
- (g) Car and cycle parking.

6.2 (a) Principle of the use

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.

- 6.2.1 The GVA Employment Study 2010 (forming part of the evidence base for the Core Strategy) identified potential demand for up to 90,000m² of B1a office floorspace to 2031. Even if all existing vacant floorspace was taken up, there would still be a demand for 34,600m² of new floorspace. This study also highlighted 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.
- 6.2.2 The latest Economic Growth and Delivery Assessment (EGDA) prepared by Nathaniel Lichfield and Partners (2014) has identified a significantly greater predicted growth in employment at 13,290 new jobs, almost double the predicted 7,000 new jobs in the 2010 Employment Study. Some 11,630 of these are forecast to be in Class B1(a) and B1(b) office jobs. It also predicts a significant shortfall of employment floorspace, in the order of 164,000m² to 215,000m², a significant proportion of which will need to be in the form of office floorspace. Even allowing for some adjustment and refinement of these figures, these figures are a magnitude greater than that planned for in the Core Strategy.
- 6.2.3 In this case, the site originally formed part of a larger site at 64, Clarendon Road which was occupied by the Watford Trades Union and Social Club within an extended Victorian villa. This was redeveloped in 2001 to provide the existing 5 storey office building at 64, Clarendon Road and the current Trades Union and Social Club building on the application site. The office building fronts onto and addresses the corner of Clarendon Road opposite the station and has recently been completely refurbished. The application site, which comprises approximately % of the original site and fronts onto Woodford Road, was developed as the new Trades Union and Social Club. It is located to the rear of the office building at no.64 and the adjoining office building at 58, Clarendon Road. It was accepted at this time that the application site should continue in

community use and this part of the site has never been in office use. Furthermore, Woodford Road is a primarily residential road with no employment floorspace and the site sits to the rear of the existing office buildings at nos. 64 and 58. For these reasons, in this case, it was not considered appropriate to pursue an office use for the application site. As such, a residential use was considered an acceptable alternative use in principle.

6.3 (b) Scale and design

The existing building, primarily by reason of its use, appears as a very massive and monolithic building within the street bearing no relationship to the residential properties on Woodford Road or the adjoining office buildings. It has few windows and, consequently, large areas of brickwork and render with limited fenestration. The building makes no positive contribution to the streetscene or wider area.

6.3.1 The site is very much a transition site between the large office buildings on Clarendon Road (5 storeys, equivalent to 6 storeys of residential) and the residential properties on Woodford Road (2 and 3 storeys). The proposed residential building has been designed to address this transition with a 6 storey element at its northern end adjacent to the office building at 64, Clarendon Road, which sits below the height of the office building, and a 4 storey element at its southern end where it approaches the residential properties on Woodford Road. The nearest residential property is the 3 storey Woodford House. This transition is further articulated with the division of the building into 5 vertical elements which also break down the mass of the building. The 3 northern elements are 6 storey with a width of 9.8m and the 2 southern elements are 4 storey with a width of 8.6m. The mass of the upper 2 floors on the 6 storey elements is broken down further with the incorporation of open, recessed terraces.

6.3.2 In terms of design, the building adopts a simple, contemporary approach using the careful arrangement of different sized windows and balconies to add interest and further define the vertical emphasis of the different elements of the building. This approach results in a strong, robust building with clean lines that is easily legible and successfully avoids unnecessary clutter and detailing. With the use of brick as the main material, the building will be a high quality addition to the street and will enhance the wider area.

6.4 (c) Quality of residential accommodation

The proposal comprises 14 x 1 bed and 24 x 2 bed flats, with the latter including both 3 person and 4 person units. This mix of unit sizes is considered appropriate and acceptable for this high density scheme in close proximity to Watford Junction Station. All of the floorspaces meet the minimum standards within the nationally described space standard.

| Unit type | Minimum floorspace | Proposed floorspace |
|-----------------|--------------------|---------------------|
| 1 bed, 2 person | 50m | 50-60m |
| 2 bed, 3 person | 61m | 61-64m |
| 2 bed, 4 person | 70m | 70-72m |

- 6.4.1 The majority of the flats (25) are on the front elevation facing Woodford Road with a north-east aspect. All of these flats will have good levels of outlook, privacy and natural light, although sunlight will be more limited due to the north-east aspect. However, given the site is orientated on a NW-SE axis, this is unavoidable.
- 6.4.2 The flats on the rear elevation (13) will have a lower level of amenity overall as they will face towards the rear elevations of the office buildings at 64 and 58, Clarendon Road. In terms of outlook and privacy, the flats will face the rear elevations at distances of 21-26m at the closest point and 17-24m at an oblique angle. In mitigation, however, they are facing towards the 22m wide gap between the buildings and there is a line of trees along the boundary of 54, Clarendon Road. The outlook and privacy of these rear facing units will, therefore, be compromised to a degree but this is not uncommon within high density town centre locations. There are also many other cases in Estcourt Road where the distance between the rear of residential houses and office buildings in Clarendon Road is only 22-30m. In these circumstances, it is considered that the level of amenity is acceptable in this case.
- 6.4.3 A daylight study has been undertaken for all of the proposed units based upon the accepted guidelines of the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight'. This has concluded that all rooms in all the units will receive daylight in excess of the minimum standards. As the units on the rear elevation face south-west, they will also receive some direct sunlight as well.
- 6.4.4 The site is subject to several noise sources and these have been investigated with 2 noise assessments. Noise sources include road traffic noise on Woodford Road, train noise from the railway and noise from the plant and equipment associated with the office building at 58, Clarendon Road which is sited within an enclosure on the boundary with the application site.
- 6.4.5 These noise assessments have been reviewed by Environmental Health who are satisfied that acceptable internal noise levels can be achieved subject to an appropriate window specification and the use of mechanical ventilation to ensure the flats can be adequately ventilated without the need to open the windows. The specification of the windows and the mechanical ventilation system can be secured by condition.
- 6.5 (d) Affordable housing provision

Policy HS3 of the Core Strategy requires a 35% provision of affordable housing in all schemes of 10 units or more. In the case of the proposal, for 38 units, this would require the provision of 13 affordable units. This provision should have a tenure mix of 65% affordable rent, 20% social rent and 15% intermediate tenures. Only in exceptional circumstances will a lower level of provision be considered through submission of a development viability assessment.

- 6.5.1 A viability assessment has been submitted in this case and has been the subject of review by external consultants on behalf of the Council with negotiations carried out over a period of 8 months. The final position reached is that 2 alternative 'offers' have been made by the applicant:

Offer 1 – The provision of 9 shared ownership (intermediate tenure) units on-site comprising 7 units at ground floor and 2 units at first floor. These would include 7 x 1 bed and 2 x 2 bed units. This provision equates to 24%.

Offer 2 – A financial payment of £1,000,000 to the Council towards the provision of affordable housing in the Borough with claw-back for up to £200k. This would be paid in 2 tranches – 50% at commencement and 50% at practical completion.

- 6.5.2 The advice consistently received from the Housing team is that shared ownership products are not affordable to clients on the Council's waiting list due to the high prices in Watford and their inability to obtain a mortgage. Furthermore, the greatest need of clients on the waiting list is for 2 bed affordable rented properties. Therefore, the offer of 9 shared ownership units comprising mainly 1 bed flats would not meet any of the most urgent housing need within the Borough.

- 6.5.3 Policy HS3 does not refer to financial payments in lieu of on-site provision, which is the preferred and most appropriate form of provision. However, in this case, it is considered that the financial payments offered would be the best option for meeting urgent housing need as it could be used by the Council in its joint venture partnership with Watford Community Housing Trust to directly deliver affordable housing of the size and tenure required. One immediate option is on land at Croxley View. For this reason, the financial contribution is considered the option that should be accepted in this case.

6.6 (e) Impacts on surrounding properties

The proposal will have no adverse impact on the adjacent office buildings at 64 and 58, Clarendon Road. The only residential properties close to the site are those on the opposite side of Woodford Road (nos. 36-42, evens). The 4 storey element of the proposed building will face these properties across Woodford Road, sited to the south-west, at a distance of 17m. This is a normal relationship between residential properties facing each other across a road. Although at 4 storeys the building is higher than the 2 storey properties that are typical of

Woodford Road, it is of a similar height to the existing social club building which is also 4 storeys. As such, it is not considered that the proposal will result in any significant or additional adverse impacts on the amenities of the occupiers.

6.7 (f) Access and servicing

The site currently has 1 access junction on Woodford Road serving a car park of 23 spaces. It is likely that limited servicing also takes place from within the car park. The proposal will close the existing access and form a new access at the northern corner of the site, approximately 10m to the north of the existing. Herts. County Council as the Highway Authority have no objection in principle to a new access in this position. They have, however, raised 2 concerns regarding this. Firstly, that the proposed junction at 6m width is excessively wide to serve only 4 disabled spaces. As this junction will be formed within the public highway, the applicant will have to complete a s.278 agreement under the Highways Act 1980 to undertake the works. At this stage, HCC will have the opportunity to ensure the access is reduced to an appropriate width.

6.7.1 Secondly, they have also raised a query as to the ability of delivery vehicles to enter the site. Normally, a residential development would be serviced by vehicles up to 10m in length (i.e. furniture deliveries). In this case, the parking area is 12m deep and would be able to accommodate a delivery vehicle, albeit the vehicle would have to reverse into the site. However, it is also worth noting that all other properties on Woodford Road are serviced from the road, which is one-way, and that a bus waiting area is also located directly outside the site. In these circumstances, it would be acceptable for a delivery vehicle to service the site from the road without blocking the road. As deliveries of this nature will be infrequent and of short duration, it is not considered that this will cause any adverse highway impacts.

6.7.2 A bin store is incorporated into the ground floor of the building at its northern end that can be directly accessed from Woodford Road for collection. This is acceptable. The store is also large enough to accommodate the 10 x 1100 litre bins and 4 x 240 litre bins required to serve the development.

6.8 (g) Car and cycle parking

The site is in a highly accessible location opposite Watford Junction station and bus interchange. The town centre and North Watford Shopping Centre are also within a 10 minute walking distance of the site. The scheme proposes 4 on-site parking spaces, all allocated for use by people with disabilities. Otherwise, the scheme will be car-free. This is acceptable in principle in this location. The site is within a controlled parking zone (CPZ) and therefore the development can be excluded from the CPZ to ensure future residents are not entitled to resident's permits. This can be secured by means of a s.106 planning obligation.

6.8.1 An integral, secure cycle store is provided within the proposed building which is sufficient to provide 38 cycle spaces.

7.0 Community Infrastructure levy and S.106 planning obligation

7.1 Community Infrastructure Levy (CIL)

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

The CIL charge applicable to the proposed development is £120m². The charge is based on the net increase of the gross internal floor area of the proposed development. Exemptions can be sought for charities, social housing and self-build housing. If any of these exemptions is applied for and granted, the CIL liability can be reduced. The proposed scheme will result in a net additional floorspace of 1250m² which will result in a charge of £150,000.

In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

7.2 S.106 planning obligation

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements, such as the removal of entitlement to parking permits in Controlled Parking Zones and the provision of fire hydrants.

The proposed development is one where affordable housing should be provided, in accordance with saved Policy H16 of the Watford District Plan 2000 and Policy HS3 of the Watford Local Plan Part 1 Core Strategy 2006-31. As detailed in the report, a financial contribution of £1,200,000 towards the provision of affordable housing in the Borough with claw-back for up to £200k (with a 50/50 payment split) has been agreed in lieu of on-site provision.

The development proposed in this application is also one where, in accordance with saved Policy T26 of the Watford District Plan 2000 and Policy INF1 of the Watford Local Plan Part 1 Core Strategy 2006-31, the Council will normally require the applicant to enter into a planning obligation which provides for a financial contribution towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude future residents of the development from entitlement to resident parking permits for the controlled parking zones in the vicinity of the application site. It is necessary to amend the traffic order so as to exclude the occupiers of the development from any entitlement to claim permits for the local Controlled Parking Zone because otherwise the proposed development would be likely to give rise to additional vehicles parking on local streets, thus worsening traffic congestion which would be a reason to refuse planning permission. In this case, the standard payment of £2,000 is sought for a new residential development.

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.

The financial contribution sought towards affordable housing is directly related to the proposed development, and is fairly and reasonably related in scale and kind to that development. It is also necessary to make the development acceptable in accordance with the Council's planning policies.

The contribution sought by the Council for amending the Controlled Parking Zones Traffic Regulation Order varies according to the number of dwellings existing and to be created and according to the existing use of the property. The contribution is thus directly related to the proposed development and is fairly and reasonably related in scale and kind to that development. It is also necessary to make the development acceptable in accordance with the Council's planning policies.

Accordingly, the contribution sought towards affordable housing provision and the contribution sought towards the amendment of the Controlled Parking Zones Traffic Regulation Order meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, these planning obligations can be taken into account as material planning considerations in the determination of the application. Both the Council's approach to seeking affordable housing provision and a financial contribution by means of planning

obligations are also fully in accordance with the advice set out in paragraphs 203 to 205 of the National Planning Policy Framework.

8.0 Conclusion

- 8.1 The proposed residential development is not in accordance with the employment land allocation for office use. However, this site formed part of a larger site at 64, Clarendon Road which was redeveloped in 2001 to provide a 5 storey office building (64, Clarendon Road) and a new Trade Union and Social Club (27, Woodford Road) to replace the existing out-dated facility on the site. In light of the history of the site and its location on a residential road, a residential use of the site is considered acceptable in this case.
- 8.2 The site is a transition site between the large scale office buildings in Clarendon Road and the domestic scale residential properties in Woodford Road. The proposed scale, mass and design of the building is considered to be an appropriate and successful response to the site's context that will achieve a high quality development to enhance the locality.
-

9.0 Human Rights implications

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

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

Section 106 Heads of Terms

- i) To secure a financial contribution of £1,000,000 towards the provision of affordable housing in the Borough of Watford (with a 50/50 payment split) and with a claw-back arrangement for up to £200k
- ii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to

exclude the site from the controlled parking zone, thereby preventing residents' parking permits being allocated to this site.

Conditions

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

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

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

5768 001P
5768 (20)-100C, 101C, 102C, 103C, 104C, 105C
5768 402 P3, 403 P3

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

3. No construction works shall commence until a scheme to manage surface water run-off, based upon the report by Turner Jomas and Associates (Ref. P9210J691 dated September 2015), has been submitted to and approved in writing by the Local Planning Authority. The scheme shall incorporate the following:

- i) Confirmation from Thames Water for connection to their surface water system at the proposed discharge rate.
- ii) Detailed surface water run-off and volume calculations for 1:100 year (+40% CC) are required within the surface water drainage assessment, which ensures that the site has the capacity to accommodate all rainfall events up to 1:100 year (+40% CC).
- iii) Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
- iv) Implementing appropriate SuDS measures as shown on drawing 100 P1 Drainage Strategy Drawing including permeable paving and green roofs.

- v) Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.

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

- 4. No construction works shall commence until a detailed noise mitigation scheme (based upon the Noise Impact Assessment by KR Associates, Ref. KR04904, dated December 2015), to protect the future occupiers from noise from traffic on Woodford Road, the railway line and the plant and equipment enclosure associated with the office building at 58, Clarendon Road, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall achieve the internal noise levels set out in British Standard 8233: 2014.

Reason: To ensure an acceptable living environment is achieved for the future occupiers of the development.

- 5. No construction works shall commence until full details and samples of the materials to be used for the external surfaces of the building (including walls, roofs, windows, doors, balconies) have been submitted to and approved in writing by the Local Planning Authority.

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.

- 6. No dwelling shall be occupied until a detailed soft landscaping scheme for all the land within the site has been submitted to and approved in writing by the Local Planning Authority. This shall include new tree and shrub planting to replace trees to be lost. The approved landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

7. No dwelling shall be occupied until a detailed hard landscaping scheme for all the land within the site, including details of all site boundary treatments, has been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

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

8. No dwelling shall be occupied until the refuse and recycling store and the cycle store to serve the dwellings, as shown on the approved drawings, have been constructed and made available for use. These facilities shall be retained as approved at all times.

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

9. No dwelling shall be occupied until the new access junction on Woodford Road, as shown in principle on approved drawing no. 5768 (20)-100C, has been laid out and constructed in full and the existing access junction on Woodford Road has been removed and the footpath reinstated.

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

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

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

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

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

Informatives

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

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

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

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

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

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

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

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

If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course. Failure to adhere to the Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.

3. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure a financial payment towards the provision of affordable housing in the

Borough and to exclude the development from the local controlled parking zone.

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

Drawing numbers

5768 011P

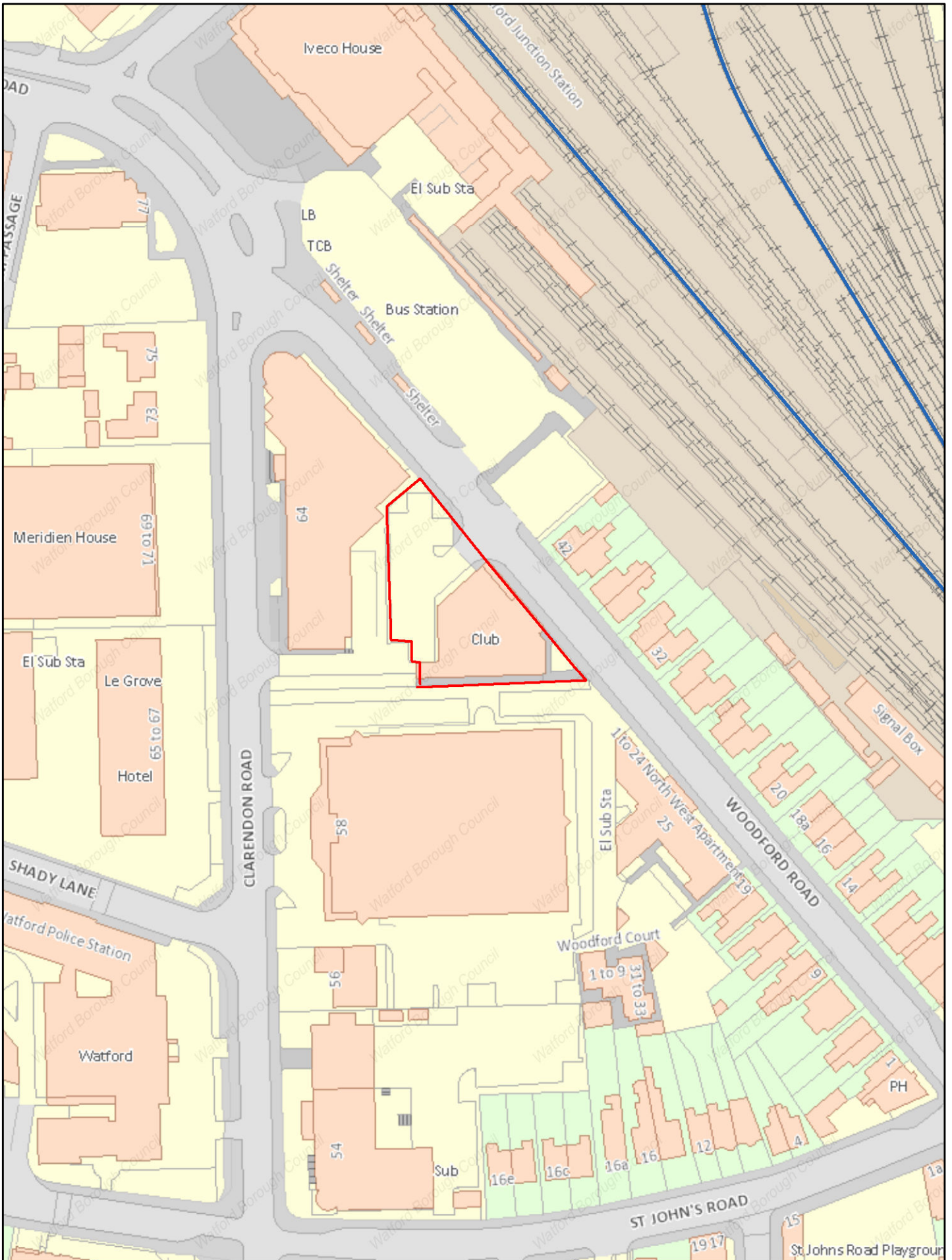
5768 (20)-100C, 101C, 102C, 103C, 104C, 105C

5768 402 P3, 403 P3

Case Officer: Paul Baxter

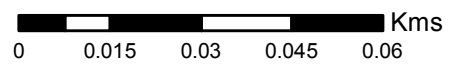
Email: paul.baxter@watford.gov.uk

Tel: 01923 278284



27 Woodford Road

Date: 24/10/2016



Scale 1:1,250



