



**WATFORD
BOROUGH
COUNCIL**

DEVELOPMENT MANAGEMENT COMMITTEE

5 September 2018

7.00 pm

Town Hall

Contact

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For further information about attending meetings please visit the council's [website](#).

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Committee Membership

Councillor P Jeffree (Chair)

Councillor S Johnson (Vice-Chair)

Councillors N Bell, R Laird, M Mills, I Sharpe, R Smith, M Watkin and T Williams

Agenda

Part A – Open to the Public

1. **Apologies for absence/committee membership**
2. **Disclosure of interests**
3. **Minutes**

The [minutes](#) of the meeting held on 25 July 2018 to be submitted and signed.

CONDUCT OF THE MEETING

The committee will take items in the following order:

1. All items where people wish to speak and have registered with Democratic Services.
2. Any remaining items the committee agrees can be determined without further debate.
3. Those applications which the committee wishes to discuss in detail.
4. **18/00323/FULM 8 Oxhey Road (Pages 6 - 31)**

Demolition of existing dwelling and outbuildings for redevelopment into 10 apartments with associated car parking, landscaping improvements, new accesses onto Oxhey Road and Hollybush Close and other associated external alterations (Amended plans and description - dwellings reduced from 12 to 10).

5. **18/00684/COU 56 Kingsfield Road (Pages 32 - 46)**

Change of use from a six person HMO (House of Multiple Occupancy) to an 11 person HMO. This involves minor works involving the addition of an internal conversion of a first bedroom to kitchenette area.

6. 18/00473/FUL 39 Middle Ope (Pages 47 - 62)

The erection of a two storey side extension and a single storey rear extension.
(Amended plans)

7. 18/00689/FULM Halsey House, Rosslyn Road (Pages 63 - 81)

Demolition of existing building (Town and Country Club) and construction of four storey building comprising 39 dwellings (1 and 2 bedroom flats) with 12 car parking spaces, cycle store, bin store and amenity space. All units to be affordable housing.

8. 18/00978/VAR 149a, 149b and land to the rear of 149 St Albans Road (Pages 82 - 104)

Variation of Condition 2 for alterations to the design and massing of Block B (to accommodate the 3 metre buffer zone around Thames Water sewer) pursuant to planning permission 18/00542/FULM.

9. 18/00338/FULM Blueprint Commercial Centre Imperial Way (Pages 105 - 123)

Demolition of existing B1 (Business) and B2 (General industrial) buildings and erection of replacement development comprising two new B1 (b) (Research and Development) and (c) (Industrial Process), B2 (General Industrial) and B8 (Storage and Distribution) buildings with re-positioned access, parking and turning facilities.

Introduction

Please note that the officer report is a summary of the issues including representations made and consultation responses. Full details of the applications, plans submitted, supporting information and documents, representations made, consultation responses and correspondence can be found on the council's web based [Public Access system](#) using the application reference or address.

Specific policy considerations for each application are detailed within the individual reports. The background papers and policy framework listed below have been relied upon in the preparation of the reports in this agenda.

Background papers

- The current planning applications under consideration and correspondence related to that application.
- All relevant third party representations and consultation replies received.

Policy Framework

- The Statutory Plans and Supplementary Planning Guidance, together with relevant Government legislation, Circulars, Advice, Orders, Directions and Guidance listed below:

Local Planning Documents

Local Development Documents provide the framework for making planning decisions. These can be found on the Council's [website](#) and include:

- the existing Local Plan which consists of the Core Strategy, saved policies in the Watford District Plan 2000 and Proposals Map); and
- Supplementary Planning Documents.

County Planning Documents

The Hertfordshire Waste Local Plan and Minerals Local Plan prepared by Hertfordshire County Council are material considerations alongside the Watford Local Plan. These documents can be found on the county council's [website](#).

National Planning Documents

Key legislation can be found using this [weblink](#), including:

- Growth and Infrastructure Act (2013)

- Housing and Planning Act (2016)
- Localism Act (2011) and subsequent amendments
- Planning Act (2008) and subsequent amendments
- Planning and Compulsory Planning Act (2004) and subsequent amendments
- Town and Country Planning Act (1990) and subsequent amendments
- Town and Country Planning (Local Planning) (England) Regulations 2012 and subsequent amendments.

National guidance can be found on the government service and information [website](#), including:

- National Planning Policy Framework (revised July 2018) and supporting Technical Guidance
- Planning Practice Guidance (PPG) (web based)
- Planning policy for traveller sites
- Relevant government circulars
- Relevant Ministerial Statements (which will be referred to in the individual reports as necessary)

Section 106 Planning obligations and 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 where relevant. Section 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.

Human Rights implications

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

Agenda Item 4

Committee date	5 th September 2018
Application reference	18/00323/FULM
Site address	8 Oxhey Road Watford WD19 4QE
Proposal	Demolition of existing dwelling and outbuildings for redevelopment into 10 no. apartments (Class C3) with associated car parking, landscaping improvements, new accesses onto Oxhey Road and Hollybush Close and other associated external alterations (Amended plans and description - dwellings reduced from 12 to 10).
Applicant	Foubert Ltd
Agent	JLL
Target decision date (Agreed Extension)	7 th September 2018
Statutory publicity	Press Advert and Site Notice published 23 rd March 2018 Neighbouring properties consulted 13 th March and 4 th July 2018.
Case officer	Chris Osgathorp chris.osgathorp@watford.gov.uk
Ward	Oxhey

1. Recommendation

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

2. Site and surroundings

2.1 No. 8 Oxhey Road is a detached house which is located on a large corner plot between Oxhey Road and Hollybush Close. The area predominantly consists of detached and semi-detached houses which are of varying design. The roof forms are highly varied but are generally hipped or pitched with brick chimneys. Projecting gables to front elevations are a common feature of the area. Materials include a variety of brick types and render. The houses are set back from the road and there is a fairly suburban feel to the street scene due to the separation of the houses, the width of the carriageway and the mature trees that are evident in the area.

2.2 The subject property is a relatively wide detached house. The appearance of the house is quite pleasant however it is of no historic or architectural significance. A large outbuilding is positioned to the side of the house which is used for habitable living accommodation – a Lawful Development Certificate for Existing Use was granted in 2013 (ref: 13/00224/LDC). To the front of the house there is a large area of block paving which provides on-site parking spaces. The parking area is served by a vehicular crossover on to Oxhey Road which is a Class C Classified Road. Due to the gradient of the area, the house

and front parking area is at a lower level than the carriageway of Oxhey Road.

- 2.3 A large conservatory is positioned on the rear elevation of the dwelling and a large patio extends close to the rear boundary. The land levels of the site fall to the rear and therefore the dwelling is sited on a higher land level than the houses in Hollybush Close at the rear. A number of trees are located in the rear garden.
- 2.4 A nearby development of two houses is currently being constructed at No. 2 Green Lane on the southern side of Hollybush Close (approved under reference: 12/00402/FUL) which includes steep pitched roofs and second floor accommodation in the roof space that is served by front, side and rear dormers. The houses have the main living area and kitchen in the basement and therefore the houses have 4 floors of accommodation.
- 2.5 The neighbouring house at 6A Oxhey Road is detached. It is designed with a pitched roof and its rear elevation is roughly level with the rear wall of No. 8. The windows in the side elevation of No. 6A are secondary in nature.
- 2.6 The site is approximately 140m from bus stops in Eastbury Road which provide frequent bus services to Watford town centre among other destinations and is also within 800m of Bushey train station which connects to Watford High Street and Watford Junction. The site therefore has good access to passenger transport facilities.
- 2.7 The existing dwelling is not listed or located in a designated conservation area. Further information is available in the appendices to the report and on the council's [website](#).

3. Summary of the proposal

3.1 Proposal

The application proposes demolition of the existing dwelling and outbuildings and erection of a 3 storey building to provide 10no. flats (6no. 1-bed and 4no. 2-bed) with 10no. parking spaces, landscaping and new vehicular access onto Oxhey Road and Hollybush Close.

- 3.2 The application originally proposed the provision of 12no. flats in two buildings with pitched roofs and a lower ground floor. However, officers raised concerns about the design, height and scale of the buildings in the context of the surrounding properties. Furthermore, concerns were raised about overlooking into neighbouring gardens from the rear balconies and terraces, the large amount of hard-surfacing on site for on-site parking and

the poor levels of light and outlook that would be provided to the lower ground floor flats. The agent submitted revised plans on 3rd July to address the above concerns by removing the lower ground floor to reduce the number of flats from 12 to 10. The architect, in consultation with officers, has adopted a more contemporary approach to the design of the building. The ground and first floors would be finished in brickwork with detailing and feature windows. The second floor would be recessed from the external walls and would be finished in zinc cladding with a flat roof. The height, footprint and scale of the building have been reduced. The following amendments have also been made in comparison to the original submission:

- Removal of balconies and roof terraces to rear elevation.
- Provision of glazed main entrance on front elevation (rather than entrances in side elevation) to improve legibility and relationship to street.
- Reduction in size of the parking area to the rear and increase in size of the rear garden.
- Provision of a roof terrace to the front.
- Relocation of bin store to rear garden.
- Soft landscaping to Hollybush Close frontage.
- Retention of Weeping Willow tree T3 in rear garden.

3.3 **Conclusion**

The revised NPPF (2018) now requires local housing needs assessment to be conducted using the standard methodology and sets out that the Local Planning Authority should apply the weighted test set out in paragraph 11 (d) unless it can demonstrate a five year supply of deliverable housing sites. The Council currently cannot demonstrate a five year supply of deliverable housing sites and therefore paragraph 11(d) should be applied, which states that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole.

- 3.4 The existing house is not of any historic or architectural significance therefore there is no objection to its demolition. The proposed replacement building would be of contemporary design and its height, massing, scale, form and layout would respect the context of the street scene. The massing and articulation of the elevations would ensure that an attractive appearance would be achieved. The design of the houses in the street scene are highly varied and paragraph 127 of the NPPF is clear that planning decisions should not prevent or discourage appropriate innovation or change (such as increased densities).

- 3.5 The proposal would not result in a concentration of flats in Oxhey Road and therefore the proposal would not unacceptably alter the character of the street. The housing mix is acceptable and a good standard of amenity would be provided for future occupants. Furthermore, the proposal would have no adverse effect on the residential amenities of neighbouring properties.
- 3.6 The proposed development would not provide any affordable housing, however the viability assessor appointed by the Council has advised that it would not be viable for on-site affordable housing or a commuted sums contribution to be made in this case.
- 3.7 The proposed development is in an established residential area close to public transport facilities and is not on land at risk of flooding or within designated employment land, open space or land with high biodiversity, landscape or cultural heritage significance. Therefore, the proposal is consistent with Policy HS1 of the Watford Local Plan Core Strategy 2006-31 (CS). The proposal would contribute towards meeting the Borough's housing target, which should be afforded considerable weight in consideration of the application. Taking the above into account, there are considered to be no adverse effects that outweigh the benefits of the proposal and therefore it is recommended that the application should be approved.

4. Relevant Policies

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

5. Relevant site history/background information

There is no planning history of relevance to the current application.

6. Main considerations

- 6.1 The main issues to be considered in the determination of this application are:
- (a) Principle of land use
 - (b) Housing
 - (c) Impact on the character and appearance of the area
 - (d) Quality of the new accommodation provided
 - (e) Impact on amenity of adjoining residential properties
 - (f) Access, servicing and parking
 - (g) Sustainable surface water drainage.

6.2 (a) Principle of land use

The site is within an established residential area, as shown on the Proposals Map of the Watford District Plan 2000. Although the area is characterised by detached and semi-detached houses, there is no objection in principle to the existing single house being replaced by flats as long as this is not harmful to the character and appearance of the area.

6.3 (b) Housing

The proposed development is in an established residential area close to public transport facilities and is not on land at risk of flooding or within designated employment land, open space or land with high biodiversity, landscape or cultural heritage significance. Therefore, the proposal is consistent with Policy HS1 of the Watford Local Plan Core Strategy 2006-31 (CS). The proposal would contribute towards meeting the Borough's housing target, which should be afforded considerable weight in consideration of the application.

6.4 Paragraph 117 of the revised NPPF (2018) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Furthermore, paragraph 68 highlights that small sites can make an important contribution to meeting the housing requirement of an area, and are often built-out quickly. In this case, it is considered that the proposed development, consisting of 10 flats on a small site, would make optimal use of the site close to passenger transport facilities and provide an acceptable standard of amenity for future occupants. Furthermore, it is considered that the proposed development would maintain the character and appearance of the area as discussed in the report.

6.5 "Saved" Policy H13 of the Watford District Plan 2000 (WDP2000) states that proposals to sub-divide existing dwellings will be acceptable in principle provided, among other things, that they do not result in more than 10% of the existing residential frontage in a street block consisting of a mix of conversions, HMO or guest houses. The supporting text of Policy H13 highlights that the number of larger houses converted to one or two bedroom dwellings should not harm the overall housing mix or the character of an established residential area. In this case, although the proposed development is a new build development rather than the conversion of an existing house, it is considered that the thrust of the Policy is relevant because it would result in the replacement of a larger dwelling with flats. The 10% threshold in Policy H13 seeks to ensure that an adequate number of larger dwellings are retained and there would not be an adverse effect on the character of the street block.

- 6.6 The street block is assessed as being the properties in Oxhey Road between Eastbury Road and the railway line to the south-west. Council records show that the only family house in Oxhey Road that has been converted to flats is No. 3. Therefore, the proposed replacement of No. 8 with flats would not increase the conversion rate in Oxhey Road to more than 10%. As such, the proposal would not result in a concentration of flats in Oxhey Road and therefore the proposal would not unacceptably alter the character of the street.
- 6.7 The proposed housing mix consisting of 6no. 1-bed flats and 4no. 2-bed flats is considered to be acceptable. It would have been preferable for some 3-bed accommodation to be provided, however given the proposal optimises the use of the site by providing additional dwellings in a manner which has regard to the site constraints and would contribute towards meeting the housing need in the borough. It is not considered that a scheme with 3 bed accommodation would have made best use of the site.
- 6.8 Policy HS3 of the Core Strategy states that a rate of 35% affordable housing will be sought on major applications of 10 residential units and above. In this case, no on-site affordable housing or commuted sums towards affordable housing are proposed and the applicant has submitted a viability assessment to demonstrate that it would not be viable for this to be provided. The applicant's viability assessment has been appraised by an independent assessor (BNP Paribas) appointed by the Council. BNP Paribas appraised the original scheme consisting of 12 units, which showed that with 100% market housing the development would generate a deficit of £0.70m when benchmarked against the site value of 1.16m. BNP Paribas has stated that *"the applicant is clearly proceeding with this proposal on the basis that they are expecting growth in sales value over the development period"* and concluded that it would not be viable to provide any affordable housing. Furthermore, since the viability appraisal carried out by BNP Paribas, the scheme has been amended to reduce the number of flats from 12 to 10 which is likely to have a further impact on viability due to a loss of sales values for 2 dwellings. As such, it clearly would not be viable to provide on-site affordable housing or make a commuted sums contribution towards the provision of affordable housing.
- 6.9 (c) Impact on the character and appearance of the area
Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 127 states, among other things, that planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate landscaping; they should be sympathetic to local character and history, including the surrounding built

environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and development should optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.

- 6.10 The area predominantly consists of detached and semi-detached houses set within fairly large plots. The houses are generally of individual design and exhibit a variety of styles. The roof forms are highly varied but are generally hipped or pitched with brick chimneys. The houses are set back from the road and there is a fairly suburban feel to the street scene due to the separation of the houses, the width of the carriageway and the mature trees that are evident in the area. The appearance of the subject house is quite pleasant, however it is not of any historic or architectural interest, therefore there is no objection to its demolition.
- 6.11 The application originally proposed the provision of 12no flats in two buildings with pitched roofs and a lower ground floor. However, officers raised concerns about the design, height and scale of the buildings in context of the surrounding properties. In particular, the pitched roof appeared very bulky and resulted in a development that would appear dominant in the surrounding area. The architect, in consultation with officers, has adopted a more contemporary approach to the design of the building and reduced the number of flats from 12 to 10. The ground and first floors would be finished in brickwork with detailing and feature windows. The second floor would be recessed from the external walls and would be finished in zinc cladding with a flat roof which would break up the bulk of the building. The height and scale of the building has also been reduced and would not appear dominant in the street scene. The massing and articulation of the elevations would ensure that an attractive appearance would be provided.
- 6.12 The use of appropriate materials is key to ensuring a high quality appearance and a condition should be attached to any grant of planning permission to require details and samples of materials to be submitted to the Local Planning Authority for approval. The provision of window reveals is particularly important to provide definition and articulation to the elevations.
- 6.13 A large block-paved parking area currently exists to the front of the house and the application proposes additional soft landscaping to soften the appearance of the area. 8 parking spaces are shown to the front of the house, however they would largely be screened from Oxhey Road by the existing boundary wall. A relatively large garden area would be maintained to the rear of the proposed building. The original submission showed a fairly large parking area

to the rear which compromised the size of the garden. However, as a result of the reduction in units, the number of parking spaces in the rear garden has been reduced to 2 which has resulted in a larger soft-landscaped garden. Details of a landscaping scheme should be secured by condition.

6.14 (d) Quality of the new accommodation provided

The floor areas and room sizes of the proposed dwellings accord with the minimum space standards in paragraphs 7.3.6 – 7.3.8 of the Watford Residential Design Guide (RDG). Furthermore, the habitable rooms would benefit from sufficient natural lighting and outlook.

6.15 A communal garden would be provided to the rear of the building. In addition, the second floor flats would have a roof terrace at the front. The communal garden measures approximately 230sqm in area, which exceeds the minimum communal garden space standard of 170sqm set out in paragraph 7.3.22 of the RDG. The site also benefits from being approximately 110 metres from Oxhey Park.

6.16 The proposed dwellings would be accessed directly from the street frontage and cycle and refuse storage facilities are appropriately located. The cycle store is inside the building at ground floor which aids security and the refuse store is located adjacent to the vehicular access in Hollybush Close. Taking the above into account, it is considered that the layout would provide an acceptable standard of amenity for future occupiers.

6.17 (e) Impact on amenity of adjoining residential properties

Impact on No. 6a Oxhey Road:

The proposed building would be sited a small distance beyond the rear wall of No. 6A and given the separation between the buildings it would not cause a significant loss of light or outlook to the principal rear habitable windows or garden area of the neighbouring property.

6.18 No. 6A has 2 small obscurely glazed circular windows in the side elevation which serve the living room. The windows are secondary in nature because the south-west facing large patio doors in the rear elevation are the principal source of light and outlook to the living room. Given the secondary nature of the side windows it is not considered that the proposal would cause a significant loss of light or outlook to living room of No. 6A.

6.19 The original submission included rear balconies and roof terraces which would have caused overlooking and a loss of privacy to the neighbouring property, however the rear balconies and roof terraces have now been removed from the proposal. The amended plans show a roof terrace at the front enclosed by

balustrades which would not cause a significant loss of privacy to No. 6A. The side and rear part of the flat roof would have a green roof which would not be used as a roof terrace. A condition could be attached to any grant of planning permission to ensure that the side and rear part of the flat roof would not be used as a roof terrace – as shown on drawing No. PL_102_180611.

6.20 Impact on other neighbouring properties:

The proposed development would maintain sizeable distances from all other neighbouring properties and therefore would not cause a significant loss of light or outlook. Furthermore, the rear habitable windows would not infringe the 27.5m privacy arc measured from neighbouring habitable windows in Hollybush Close, in accordance with the guidance in paragraph 7.3.16 of the RDG, and therefore would not cause a significant loss of privacy. The rear windows would also be in excess of 11m from the rear boundary, in accordance with paragraph 7.3.16, and therefore would not cause excessive overlooking of neighbouring gardens.

6.21 It is not considered that the front roof terrace would cause a significant loss of privacy to neighbouring properties given that it would overlook the public highway and would not allow close views into neighbouring habitable windows.

6.22 (f) Access, servicing and parking

The Highway Authority has raised no objection in respect of the impact on the local highway network or highway safety. Furthermore, the Highway Authority is satisfied with the swept path assessments in the Transport Statement which show that vehicles will be able to enter and exit the site in forward gear. The proposed parking bays accord with the 2.4m x 4.8m minimum size standard.

6.23 The site is approximately 140m from bus stops in Eastbury Road which provide frequent bus services to Watford town centre and is also within 800m of Bushey train station which connects to Watford High Street and Watford Junction. The site therefore has good access to passenger transport facilities. The proposed development has a parking ratio of 1 space per dwelling which is considered to be sufficient given the sustainable location of the site.

6.24 The submitted plans show that the dwellings would have secure cycle parking facilities within the building, which accords with the sustainable transport objectives in “Saved” Policy T10 of the Watford District Plan 2000.

6.25 The bin storage facilities are appropriately located for collection adjacent to the vehicular access in Hollybush Close. Details of the size and design of the storage facilities should be secured by condition.

6.26 Sustainable surface water drainage

The applicant has provided sufficient detail to demonstrate that there is a feasible drainage strategy for the site and the most appropriate sustainable drainage methods have been explored. The proposed drainage strategy is based upon permeable paving and underground attenuation tank storage and discharge into Thames Water surface water sewer. It caters for all rainfall events up to and including 1 in 100 plus 40% for climate change with 3.5 litres per second discharge to the surface water sewer. The drainage strategy has been approved by the County Council as the Lead Local Flood Authority. A condition requiring the submission of a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles should be attached to any grant of planning permission.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Hertfordshire County Council (Highway Authority)	No objection subject to conditions.	Noted.
Hertfordshire County Council (Lead Local Flood Authority)	No objection subject to conditions.	Noted.
Hertfordshire County Council (Development Services)	No comments	Noted.
Hertfordshire Constabulary Crime Prevention Design Service	This is a relatively low crime area. Concerns about the ramp and walkthrough between the buildings. Front doors are hidden from view. The site would need to be gated at each side to stop unauthorised access. Should build to the police preferred minimum security standard, Secured by Design.	The application originally proposed 2 buildings with a walkway between them and main entrances in the side elevations. The walkway has now been removed and the main entrance would be in the front elevation facing the street. It is not necessary or appropriate to require the

	Parking is a concern because if there is not enough parking people will park in inappropriate places, this causes conflict and extra demand on police resources.	accesses to the development to be gated, particularly as there would be likely to be issues with Highway Safety. The parking ratio of 1 space per dwelling is considered to be sufficient given the sustainable location of the site, as discussed in paragraph 6.23 of the report.
Environment Agency	No response.	
Thames Water	No objection.	Noted.

7.2 Statutory consultees and other organisations

Internal Consultees

Name of Internal Consultee	Comment	Officer Response
Environmental Services	Bin allocation should be 2 x 1100 litre bins for refuse; 2 x 1100 litre bins for recycling and 2 x 240 litre bins for green waste.	Noted.
Environmental Health	No objection.	Noted.
Design & Conservation	The design quality is now of a standard which is acceptable; the reduced footprint and altered design works better in the street scene and will not harm the character of the area. The detailed design will result in an interesting contemporary building. The living environment will be of good quality for residents and will not impact on neighbours. The scheme is now	Noted.

	supported.	
Housing	The Housing Service does not support this application for planning as all 12 units have been proposed as market housing, with no provision of affordable housing.	The absence of affordable housing is discussed in paragraph 6.8 of the report.
Arboricultural Officer	No objection subject to conditions.	Noted.

7.3 Representations received from interested parties

41 letters of objection were received

Objection comment	Officer comments
<p>The scale and design of the new development is not in keeping with the character of the area.</p> <p>The proposal is an overdevelopment.</p>	This is considered in paragraphs 6.9 – 6.13 of the report.
Lack of parking.	This is considered in paragraphs 6.22 – 6.23 of the report.
Insufficient manoeuvring space within the site for cars. Size of parking spaces do not meet current standards.	This is considered in paragraph 6.22 of the report.
<p>More traffic congestion.</p> <p>There is already difficulty of accessing Oxhey Road from existing properties through the traffic queues on Oxhey Road / Eastbury Road. Having numerous more journeys in and out of the property in question will add significantly to the issues, including the certain backing up of traffic to Eastbury Road when cars attempt to turn to gain entrance to the property, due to standing traffic constantly blocking access. Access for multiple vehicles would be more effective from the rear of the plot in Hollybush Close, but this will clearly</p>	The trip generation associated with 10 on-site parking spaces for 10 dwellings is relatively low and therefore there would not be frequent use of the vehicular access. The Highway Authority has raised no objections with regard to the impact of the development on the capacity or safety of the local highway network.

<p>impact badly the residents of that area.</p> <p>Increase in trip generation will cause danger to pedestrians including children walking to local schools</p>	
<p>Object to the proposal of an entrance via Hollybush Close as it is a private road used and maintained by the occupants of Hollybush Close. In addition any further access made on this side of the dwelling will result in further congestion on an already narrow road. 2 way traffic from this entrance will be tight and very difficult.</p>	<p>The trip generation associated with 2 parking spaces accessed from Hollybush Close is very low. The development would not cause significant congestion in Hollybush Close.</p>
<p>If larger disposal bins are used, as recommended, this will require further disposal collection vehicles to manoeuvre an already tight and confined space.</p>	<p>The Highway Authority and Environmental Services have raised no objections in respect of servicing from Hollybush Close.</p>
<p>Increased noise levels.</p>	<p>The proposed residential use would not cause a material increase in noise and disturbance.</p>
<p>Disruption during construction work.</p>	<p>This is not a material planning consideration. There are controls outside the planning system including the Environmental Protection Act, the Control of Pollution Act, the Health and Safety at Work Act, the Clean Air Act and the Highways Act.</p>
<p>Loss of light to neighbouring properties.</p>	<p>This is considered in paragraphs 6.17, 6.18 and 6.20 of the report.</p>
<p>The flood comments from H.C.C. make no mention of controlling rainwater from not flowing into my garden (at No. 6A). In the past the existing paved front garden has caused flooding into my garage and shed and only avoided my house by 50mm.</p> <p>There is no mention in any report of ground retention as the garden of No. 8 is some 600mm higher than No. 6A and is already collapsing into it.</p>	<p>The submitted surface water drainage assessment shows that the parking area to the front of the building would be a permeable surface. Details of a detailed drainage scheme are to be secured by condition.</p> <p>A condition requiring details of existing and proposed land levels and finished floor levels could be attached to any grant of planning permission to protect the character and appearance of the area and the amenities of neighbouring</p>

	residential properties.
Loss of trees.	<p>None of the trees shown for removal are subject to a Tree Preservation Order and the Arboricultural Officer concurs with the assessment and comments in the submitted Arboricultural Impact Assessment.</p> <p>The removal of trees to the rear would open up views from Hollybush Close towards the development. However, the Weeping Willow tree T3 is now shown to be retained which would provide some screening. A condition should be attached to any grant of planning permission to require full details of a landscaping scheme.</p>
The new development will have no gardens unlike surrounding properties.	The proposed development would have a communal garden which meets the standards in the Watford Residential Design Guide, as discussed in paragraph 6.15 of the report.
The proposed development does not provide affordable housing.	This is considered in paragraph 6.8 of the report.
There is an imbalance of excessive apartments being built compared to family homes.	This is considered in paragraph 6.7 of the report.
Impact on local infrastructure. Any additional housing in the area needs to be backed up with more funding to public services.	The impact on infrastructure is mitigated through the Community Infrastructure Levy.
The application has not considered the impact on wildlife.	The application site is not located within a designated Wildlife Site and there is no evidence of any protected species on site. The proposal includes a landscaped garden and therefore it is not considered that the proposal would have an adverse effect on wildlife.
Loss of property value.	This is not a material planning consideration.

8. 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:-

PL_001; PL_002 Rev 01; PL_010; PL_011; PL_012; PL_020; PL_021;
PL_022; PL_023; PL_024; PL_025; PL_026; PL_027; PL_050_180611;
PL_051_180611; PL_100_180611; PL_101_180611; PL_102_180611;
PL_110_180611; PL_200_180611; PL_200_180527; PL_301_270611;
PL_302_180611; PL_303_180611; PL_304_180611; PL_310_180611;
PL_401_180611; PL_402_180611; PL_403_180611; and PL_501_180611.

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

3. No development (other than demolition) shall commence until details of the existing and proposed ground levels and the finished ground floor level of the building hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: This is a pre-commencement condition to ensure that an acceptable relationship between the proposed building, the adjoining residential development and the adjoining highway is achieved.

4. No development (other than demolition) shall commence until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The proposed development and arboricultural works shall be carried out in accordance with the approved details.

Reason: This is a pre-commencement condition to ensure that the development would not be harmful to retained trees.

5. No construction works above damp proof course level shall commence until details of the materials to be used for all the external finishes of the building, including walls, roofs, doors, windows, fascias and balustrades, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

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

6. No construction works above damp proof course level shall commence until detailed drawings of the window and door reveals, brick detailing, zinc cladding and capping to the external walls, 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 details.

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.

7. No construction works above damp course level shall commence until a detailed surface water drainage scheme for the site, based on the approved surface water drainage assessment carried out by Elliott Wood Partnership Ltd job number 2180096, dated June 2018, has been submitted to and approved in writing by the local planning authority. The scheme shall include:

1. Final, detailed drainage plan including the location and size of all SUDS features, pipe runs and discharge points with all invert and outlet levels.
2. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including and connecting pipe runs.
3. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall subsequently be implemented in accordance with the approved details prior to occupation of the development.

Reason: To reduce the risk of flooding by ensuring the satisfactory disposal and storage of surface water from the site.

8. No construction works above damp proof course level shall commence until a revised Energy & Sustainability Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development achieves high levels of sustainability in accordance with Policies SD1, SD2, SD3 and SD4 of the Watford Local Plan Core Strategy 2006-31 and Section 14 of the National Planning Policy Framework revised July 2018.

9. No construction works above damp proof course level shall commence until a scheme for active and passive electric charging points for on-site vehicles has been submitted to and approved in writing by the Local Planning Authority. The electric charging infrastructure and charging points shall be installed in accordance with the approved scheme prior to the first occupation of the development.

Reason: To ensure that the proposed development achieves high levels of sustainability in accordance with Policies SD1 and SD3 of the Watford Local Plan Core Strategy 2006-31 and paragraph 110 of the National Planning Policy Framework revised July 2018.

10. No part of the development shall be occupied until full details of a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority and the approved hard landscaping has been laid out in accordance with the approved details. The approved soft landscaping 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 wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

11. No part of the development shall be occupied until details of the siting, size and design of refuse and recycling storage facilities have been submitted to and approved in writing by the Local Planning Authority and the storage facilities have been installed in accordance with the approved details. The storage facilities shall be retained at all times thereafter.

Reason: In the interests of the visual appearance of the site and to ensure satisfactory provision for on-site storage facilities.

12. No part of the development shall be occupied until the new vehicular accesses onto Oxhey Road and Hollybush Close and on-site parking spaces have been laid out in accordance with the approved plans (or any subsequent plans submitted to and approved in writing by the Local Planning Authority).

Reason: To ensure that appropriate vehicular access and on-site parking is provided in the interest of highway safety and the amenities of the surrounding area.

13. No part of the development shall be occupied until the existing vehicular access from Oxhey Road has been stopped up by raising the existing dropped kerb and re-instating the footway and highway boundary to the same line, level and detail as the adjoining footway, verge and highway boundary as shown on the approved plans.

Reason: In the interests of pedestrian safety.

14. No part of the development shall be occupied until details of the 'non-vision vent panels' in the north-western facing side wall of the proposed development (facing No. 6A Oxhey Road), as shown on drawing No. PL_304_180611, have been submitted to and approved in writing by the Local Planning Authority. The 'non-vision vent panels' in the north-western facing wide wall shall be installed and operated in accordance with the approved details and shall be retained at all times thereafter.

Reason: To prevent overlooking and a consequent loss of privacy to neighbouring residential properties.

15. No part of the flat roof outside the front roof terrace shown on drawing No. PL_102_180611 shall be used as a terrace, balcony or outdoor amenity area.

Reason: To prevent overlooking and a consequent loss of privacy to neighbouring residential properties.

Informatives

1. 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.
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.
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. This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision.

To find out more information and for advice as to whether a Building Regulations application will be required please visit www.watfordbuildingcontrol.com.

5. This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc_Act_1996_-_Explanatory_Booklet.pdf
6. Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.
7. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways->

[roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx](https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx) or by telephoning 0300 1234047.

8. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

9. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

10. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and 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 holidaysInstructions 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_20193_construction_noise

4 - Proposed site plan



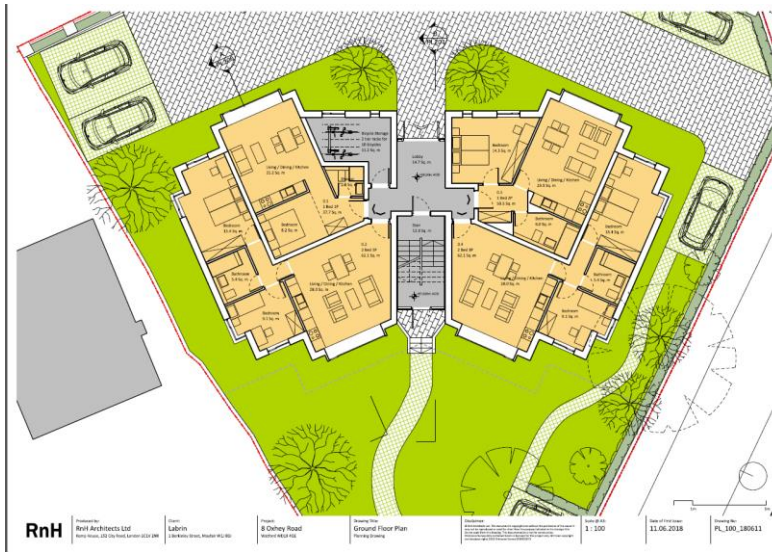
1 - Aerial view of site



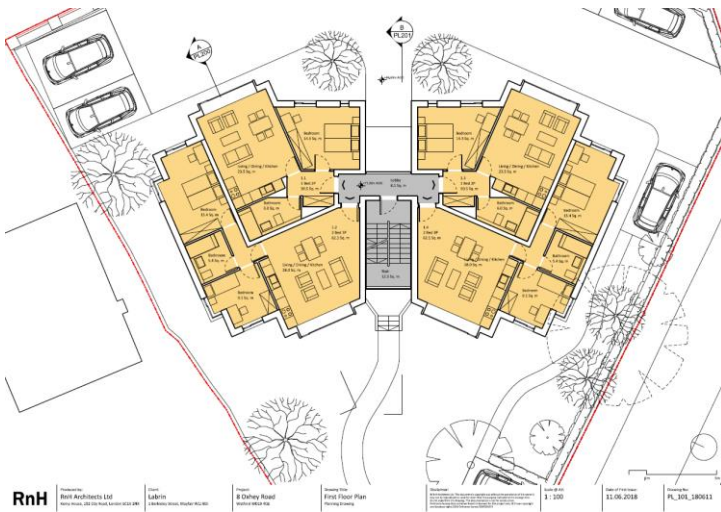
2 - Street view



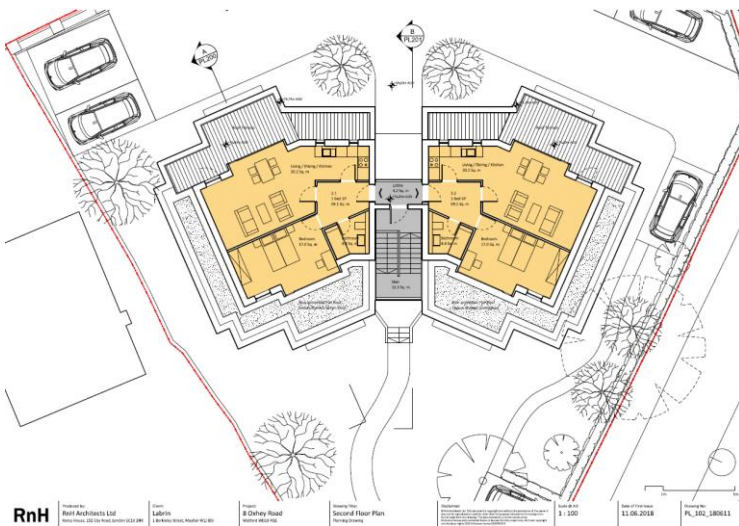
3 - Proposed ground floor plan



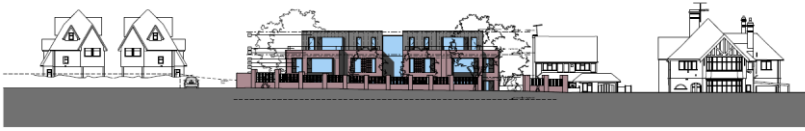
4 - Proposed first floor plan



5 - Proposed second floor plan



6 - Contextual Street View



RnH Proprietor: RnH Architects Ltd, 1000 Hwy 101, Suite 100, London ON N6G 1K1
Client: Labriola, 1000 Hwy 101, Suite 100, London ON N6G 1K1
Project: 8 Oxhey Road, 1000 Hwy 101, Suite 100, London ON N6G 1K1
Project Title: Contextual Elevation - Oxhey Road, Planning Drawing
Scale: 1:1,250
Date of this issue: 21.06.2018
Drawing No.: PL_210_180611

7 - CGI Image



8 - CGI Image 2



9 - CGI Image 3



Agenda Item 5

Committee date	5th September 2018
Application reference	18/00684/COU
Site address	56 Kingsfield Road Watford WD19 4TR
Proposal	Change of use from a six person HMO to an 11 person HMO (House of Multiple Occupancy). This involves minor works involving the addition of an internal conversion of a first bedroom to kitchenette area.
Applicant	Mrs Reeta Ram
Target decision date (Agreed Extension)	7th September 2018
Statutory publicity	Adjoining properties consulted on 6th June 2018
Case officer	Chris Osgathorp chris.osgathorp@watford.gov.uk
Ward	Oxhey

1. Recommendation

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

2. Site and Surroundings

- 2.1 The subject property is a Victorian/Edwardian semi-detached house which is currently used as a House in Multiple Occupation (HMO) within Use Class C4 of the Town and Country Planning (Use Classes) Order 1987 as amended. The house was previously used as a single dwelling house within Use Class C3. Change of use from Use Class C3 to Use Class C4 is permitted by Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) and therefore planning permission was not required for the existing Class C4 HMO.
- 2.2 The existing HMO has accommodation within the basement, ground floor, first floor and loft. It also has a relatively large garden. Environmental Health granted a license for the HMO on 21st December 2017 which is for 6 people in 5 lettings.
- 2.3 The property is served by a dropped kerb, which provides access to 1 on-site parking space.
- 2.4 Kingsfield Road consists of semi-detached and detached houses. Most properties have laid out hard-surfacing in the front gardens to provide on-site parking. The street is not located within a controlled parking zone.
- 2.5 The site is within 400m of bus stops in Eastbury Road and within 600m of Bushey train station. The site therefore has good access to passenger

transport services.

- 2.6 The property is not listed or located in a designated conservation area.

Further information, including the site plan and drawings, is available in the appendices to the report and on our website

3. Summary of the proposal

3.1 Proposal

The application proposes change of use from a Class C4 HMO to an HMO for up to 11 people (Sui Generis Class), including minor internal alterations to provide a kitchen at first floor. No external alterations are proposed.

- 3.2 The applicant states that the HMO will be intergeneration housing let to key workers, professionals, young people and older people needing supported housing by wardens and receiving domiciliary care packages. It will also be occupied by the partners of those needing care, where applicable. The applicant has stated in their supporting statement that they receive referrals of older people needing supported housing from social workers at Harrow Council. Assessments are carried out by social workers and the CQC regulated care agency to ensure that the accommodation is appropriate for the older residents.

3.3 Conclusion

The proposed increased occupancy of the existing HMO would not result in the loss of family accommodation. The layout would provide an acceptable standard of amenity for future occupiers of the HMO and there would be no adverse effect on the residential amenities of neighbouring properties. Furthermore, bearing in mind that the proposal would not increase the amount of residential floor space and that the property is in close proximity to passenger transport facilities, it is not considered that the proposal would cause a material increase in demand for on-street parking. Accordingly, it is recommended that the application should be approved.

4. Policies

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

5. Relevant site history/background information

There is no planning history of relevance to the current application. Environmental Health granted a licence for the existing HMO on 21st December 2017.

6. Main considerations

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

- (a) Principle of land use
- (b) Impact on the character and appearance of the area
- (c) Quality of the new accommodation provided
- (d) Impact on amenity of adjoining residential properties
- (e) Transportation and parking

6.2 (a) Principle of land use

'Saved' policy H13 of the Watford District Plan 2000 sets out that no more than 10% of a street block should be converted from single family dwellings to flats, HMOs or guest houses. This seeks to preserve family sized houses as part of the housing stock and prevent a full change of character of a road from houses to converted accommodation.

6.3 The dwelling is currently used as a House in Multiple Occupation (HMO) within Use Class C4 of the Town and Country Planning (Use Classes) Order 1987 as amended. The house was previously used as a single dwelling house within Use Class C3. Change of use from Use Class C3 to Use Class C4 is permitted by Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) and therefore planning permission was not required for the existing Class C4 HMO. Environmental Health granted a licence for the HMO on 21st December 2017 which is for 6 people in 5 lettings.

6.4 The current application proposes to increase the occupancy of the existing HMO to up to 11 people (Sui Generis Use Class). "Saved" Policy H13 (Conversions) of the Watford District Plan 2000 is not applicable in this case because the property is already in use as an HMO and would not result in the loss of a family dwelling. The proposal is therefore acceptable in principle.

6.5 (b) Impact on the character and appearance of the area

The existing property is already in use as an HMO, therefore the proposal would not have a material impact on the character of the area. There would be no external alterations to the building, therefore the character and appearance of the existing building would be maintained.

- 6.6 (c) Quality of the new accommodation provided
The nationally described space standards which are set out in the Watford Residential Design Guide are not applicable to HMO units. The internal space standards for HMOs are governed by the standards set by the Council's Environmental Health Department '*Houses in Multiple Occupation Guidance to Landlords Amenities and Room Sizes*'. The Environmental Health Department has been consulted and has raised no objection to the internal floor areas, amenities or proposed layout.
- 6.7 It is noted that the HMO would provide independent accommodation for some older people receiving domiciliary care packages, as well as younger people not requiring care. It is a matter for social services and the CQC regulated care agency to assess whether the accommodation is appropriate for the prospective older residents requiring care.
- 6.8 The applicant has set out the benefits of intergeneration housing to the health and wellbeing of older people in their Supporting Statement. However, in terms of the planning merits of the application, it is the proposed use as an HMO that is to be considered rather than the merits of the applicant's intergeneration housing model.
- 6.9 (d) Impact on amenity of adjoining residential properties
The proposal does not include any external alterations, therefore there would be no loss of light, outlook or privacy to neighbouring properties. Furthermore, the building would remain in residential use and would not cause a material increase in noise and disturbance to neighbouring properties.
- 6.10 (e) Transportation and parking
"Saved" Policy T22 of the WDP2000 states that on-site parking will not be permitted in excess of the maximum appropriate for the zone in which the site is located. "Saved" Policy T24 states that planning permission will only be granted for residential use where the full parking needs generated can be met on site, and off the public highway unless the site is in a suitable Town Centre site or other location with good access to passenger transport. The supporting text for Policy T24 states that development will be deemed to have good access to transport if they are within walking distance of existing passenger transport services i.e. within 400 metres of a bus stop or within 800m of a train station.
- 6.11 Appendix 2 of the WDP2000 states that the Maximum Parking Standard for an HMO is 0.5 spaces per tenancy unit. The proposal includes 6 bedrooms and therefore the maximum standard is 3 parking spaces. It is important to note

that the parking standards are maximum standards rather than minimum standards. The maximum parking standard seeks to restrain the amount of on-site parking to encourage users of developments to travel to and from the site by means other than private car. "Saved" Policy T22 sets out that on-site parking provision in excess of the Maximum Parking Standard will not be permitted.

- 6.12 The application site is within 400m of bus stops in Eastbury Road (which provides frequent bus services to Watford Town Centre, among other destinations) and within 600m of Bushey train station (which connects to Watford High Street and Watford Junction). As such, in accordance with the criteria in Policy T24, the application site has good access to passenger transport services.
- 6.13 The application site is served by 1 on-site parking space which is considered to be acceptable given that the site is well served by passenger transport services. It should also be borne in mind that the proposal would not increase the amount of residential floorspace in the property and the maximum parking standard of 3 parking spaces for the HMO (with 6 tenancy units) is the same as the maximum parking standard of 3 spaces for a Class C3 house with 4 or more bedrooms. As such, it is not considered that the proposal would cause a material increase in demand for on-street parking.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Hertfordshire County Council (Highway Authority)	No objection.	Noted.

7.2 Statutory consultees and other organisations

Internal Consultees

Name of Internal Consultee	Comment	Officer Response
Environmental Health	I have had experience of this property and owner due to licensing	Noted.

	<p>the existing HMO and supporting the change from a family home. The applicant is very credible. The house itself is capable of being used as an 11 person HMO with minor alterations to provide additional kitchen facilities, within the existing envelope. If this change were to go ahead, the property would need to be relicensed.</p>	
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7.3 Representations received from interested parties

13 letters of objection were received

Objection comment	Officer comments
<p>There have been some conversions to multiple occupancy, including another care home that have been absorbed within the road. However, further conversions to multiple occupancy threaten the traditional character of the road and its sense of community. The proposal for changes to 56 Kingsfield Road to allow 11 people is simply out of step with the nature of the road.</p>	<p>This is considered in paragraphs 6.2 – 6.5 of the report.</p>
<p>Parking in Kingsfield Road has been in discussion for a long time and there have been votes and debates on introducing yellow lines and permits for residents. While the application states that the elderly patients do not have cars and others will be encouraged not to bring cars, this is not enforceable, subject to change with each tenant and has the potential to cause friction with the</p>	<p>Parking is considered in paragraphs 6.10 – 6.13 of the report.</p>

<p>current residents (this is already the case with commuters from Bushey Station using the road for free parking). In addition to the residents at no. 56, there will be the constant visits from support staff, cleaners, maintenance, gardeners etc. - who will likely need to park.</p>	
<p>Increase in noise and disturbance.</p>	<p>The building would remain in residential use and would not cause a material increase in noise and disturbance to neighbouring properties.</p>
<p>Loss of privacy.</p>	<p>The proposal includes no external alterations therefore there would be no additional windows overlooking neighbouring properties. The increased occupancy of the HMO would not cause a significant loss of privacy to neighbouring properties.</p>
<p>The application highlights concerns regarding the type of residents that it looks to house. Initially this was a support home for dementia patients and then assisted living and now planning for quote, 'The house will be let to key workers, professionals, young people and older people needing supported housing by wardens and receiving domiciliary care packages. This would directly address the need to provide housing to these groups' clearly the intention is to open up the open up the property to almost anyone.</p>	<p>The proposed use of the property as an HMO (Sui Generis) is the matter for consideration in this application.</p> <p>The 'type of residents' is not a material planning consideration.</p>
<p>Through the information provided, and further research, it appears the scheme is akin to a C2 care home use, rather than a HMO or supported living. Yet as the level of care provided and operation is not entirely clear through the supporting information provided with the application, it is considered the Council cannot make an accurate assessment on what Use Class the proposal falls within.</p>	<p>The applicant states that the HMO will be intergeneration housing let to key workers, professionals, young people and older people needing supported housing by wardens and receiving domiciliary care packages.</p> <p>The proposed use is not a care home within Class C2 because people who do not require care would be living</p>

<p>The information provided in support of the application suggests that the proposal would not constitute a sui generis HMO.</p>	<p>at the house and using communal facilities. Therefore, the property would form a single household where the occupants are capable of running a household.</p>
<p>The application reports that 6 adults and 2 children (8 people) were living at the property until June 2018, which exceeded that permitted. If a tenant did indeed move in in June as expected, then there are currently 7 adults and 2 children (9 people) living in the property - still further exceeding that which is currently permitted. Children under the age of 18 are "residents" for planning purposes. Therefore, the existing use is not lawful.</p>	<p>Children are counted as residents for the purposes of planning. As such, based on the information provided by the applicant it appears that the HMO is currently occupied by more than 6 people, however this does not necessarily make the HMO unlawful in planning terms.</p> <p>In order for there to be a breach of planning control there would need to be a 'material change of use'. Increasing the number of occupants above 6 may not constitute a material change of use. It all depends on the circumstances and especially the resulting impact on the amenities of the neighbourhood.</p> <p>In this case, given that two of the occupants are children and three are older residents who do not drive cars, it is not considered that the number of residents in the existing HMO has caused a material change of use by reason of increased parking, noise generation or any other impact on the neighbourhood.</p>
<p>The property does not have capacity to house 11-persons and provide adequate space and amenities.</p>	<p>This is considered in paragraphs 6.6 – 6.7 of the report.</p>
<p>Impact on foul sewage system.</p>	<p>The proposal would not have a significant impact on the foul sewerage system.</p>
<p>Appreciating there is a residents - to - building size - to - facilities ratio and calculation which I am sure you will be enforcing, however I feel that the</p>	<p>The proposed HMO accords with the size and amenity standards set by Environmental Health.</p>

<p>proposal to bring together 11 people who likely do not know each other will be more disruptive than a social integration exercise. The range of potential tenants will be young, old, professional and more importantly some of the tenants may need trained support. The property may fit 11 people but I do not feel it can sustain a mutually respected living and social arrangement.</p>	
<p>The application states that the property provides supported housing for 'older people' who have been referred by Harrow Council and that it currently provides supported housing to two older persons with a third scheduled to have moved in on 1st June 2018. Dementia Partners Ltd, which the applicant is director of, also promotes 56, Kingsfield Road as a home for supported living. In my experience as a medical professional for over 20 years, it is unusual for two vulnerable adults to share a single room. Even in the situation where an older person with dementia has a full-time live-in carer, they would not occupy the same bedroom but would have separate ones.</p> <p>However, the application also states that <i>"those with special needs are residing in our supported housing too"</i>. Whilst the term 'special needs' in this context may refer to older persons with dementia, the term usually refers to persons with learning difficulties. This, as well as the fact that the application states that <i>"all three tenants were unable to maintain living in a self-contained flat but did not wish to live in a care home. This shared housing meets the demand for vulnerable people with mental health problems and complex health needs who are still able to have some independence in the</i></p>	<p>The applicant has stated that older people with care needs would only share a room with their spouse or partner (if applicable). It is a matter for social services to assess whether the accommodation is appropriate for a potential tenant with care needs.</p> <p>It is possible that people with learning difficulties or mental health problems could reside at the premises, however this does need mean that the occupants would not be capable of running a household. It is a matter for social services to assess whether the accommodation is appropriate for their needs.</p>

<p><i>community with carers and warden support”, would suggest that the applicants may wish to let to other vulnerable adults with learning difficulties and mental health problems live there too.</i></p>	
<p>There is a lack of evidence of health or social care professionals delivering the care to the vulnerable residents.</p>	<p>Care agencies carrying out regulated activities listed in Schedule 1 of the Health and Social Care Act 2008 (Regulated Activities) Regulations 2014 must be registered with the CQC.</p> <p>The applicant receives referrals for older people with care needs from social workers at Harrow Council who carry out assessments to ensure that the accommodation is appropriate for their needs.</p>
<p>There is suspected regular misuse of substances at the property.</p>	<p>There is no evidence of the misuse of substances at the property.</p>
<p>We have never been consulted about this application nor the previous one granted in December 2017.</p>	<p>The Council has notified adjoining properties of the application in accordance with the requirements of the Town and Country Planning (Development Management Procedure) Order 2015.</p> <p>The change of use from a single dwelling (Use Class C3) to a Class C4 HMO was carried out under permitted development rights in December 2017 where no planning application was required.</p>
<p>There are many young children in the immediate vicinity and their well-being and safety is of paramount importance. Your duty of care will apply if there is any increased risk to these children and you must be able to satisfy yourselves that this is a “no risk” planning approval.</p>	<p>There is no evidence that the proposed HMO would cause any risk to children.</p>
<p>How are the residents going to be able to get to the local shops which are some</p>	<p>The site has good access to passenger transport facilities, as</p>

distance away?	discussed in paragraphs 6.10 – 6.13 of the report.
Will the building regulations and fire regulations be checked for compliancy for the existing building and made public before any further permission is granted?	Building regulations and fire regulations is a matter for Building Control and Environmental Health.
The full impact on refuse collection of the development has not been fully assessed nor how this will be managed.	It is not considered that the increased occupancy of the HMO would have a significant impact on existing arrangements for refuse collection.

8. 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 shall be carried out in accordance with the following drawings, unless otherwise approved in writing by the Local Planning Authority. The following drawings are hereby approved: 18/002/56KF and 18/201/56KF Rev C.

Reason: For the avoidance of doubt as to what has been permitted and in the interests of proper planning.

3. Within 3 calendar months of the date of this permission details of refuse and recycling storage and secure and weatherproof cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority and the storage facilities shall be installed in accordance with the approved details. The storage facilities shall be retained at all times thereafter.

Reason: To ensure adequate facilities are provided for the future occupiers of the development.

Informatives

1. 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.
2. This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision.

To find out more information and for advice as to whether a Building Regulations application will be required please visit www.watfordbuildingcontrol.com.

3. This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc_Act_1996_-_Explanatory_Booklet.pdf
4. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and 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

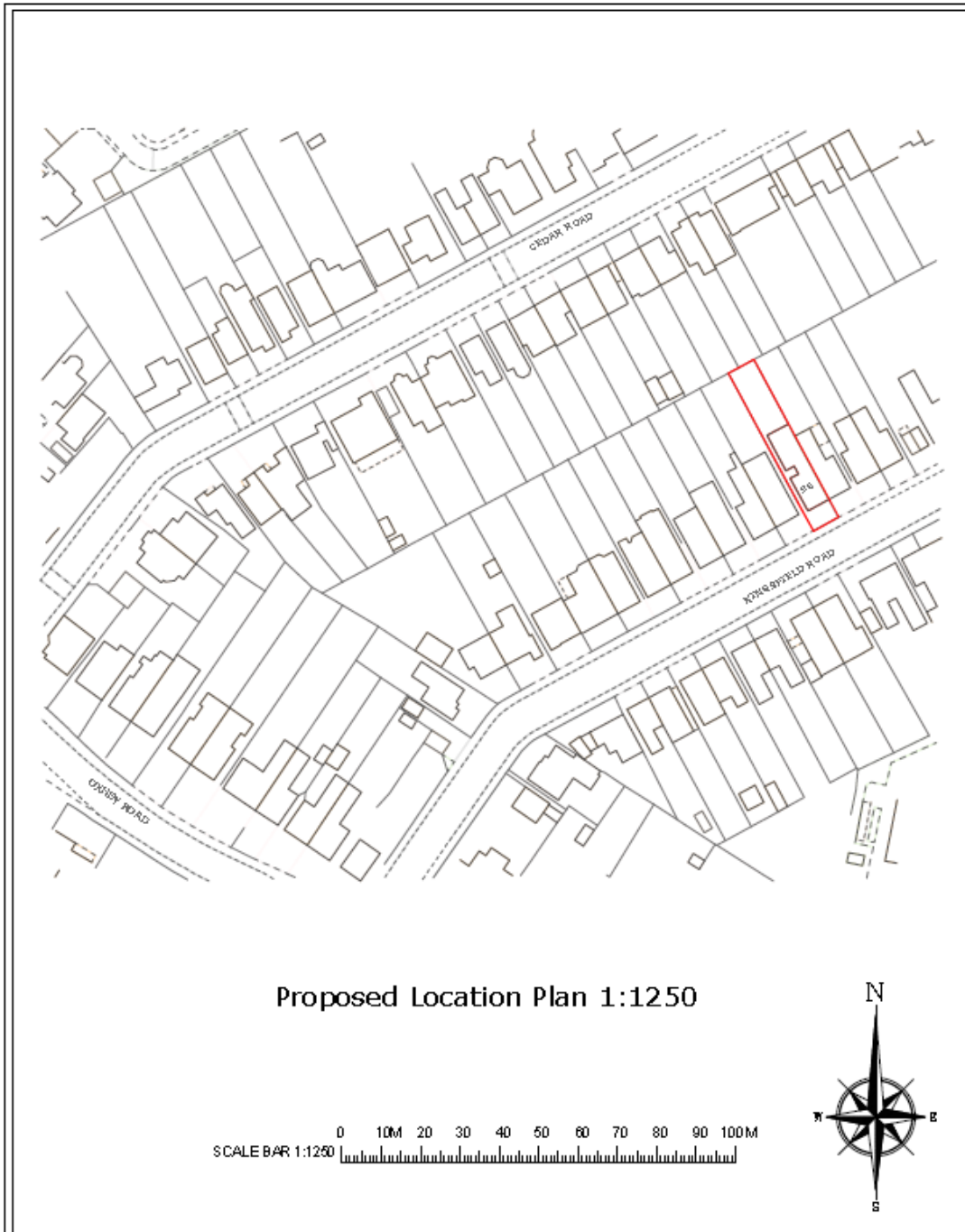
Noisy work is prohibited on Sundays and bank holidays


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

5. The planning officer's full report gives more detail than is to be found in the Decision Notice. The full report can be obtained from the Council's website www.watford.gov.uk/planning, or on request from the Place Shaping and Corporate Performance service



 architecture planning design structural www.versa-planning.co.uk info@versa-planning.co.uk 01845 717790	Panel 56 Kingsfield Road Watford WD19 4TR	Drawing Location Plan	Drawing Number 13/002/36-C1
	Scale 1:1250 @ A4		
	Revision Date 20/03/2013		
	Drawn By SSB	Plan A	

1 - Aerial view of site



2 - Proposed drawing

A set of architectural drawings for a proposed building. The drawings include:

- Floor Plans:**
 - Existing Ground Floor Plan (1:50 Scale)
 - Existing First Floor Plan (1:50 Scale)
 - Existing Second Floor Plan (1:50 Scale)
 - Proposed First Floor Plan (1:50 Scale)
 - Proposed Second Floor Plan (1:50 Scale)
 - Existing Ground Floor Plan (1:50 Scale) - Alternative layout
- Elevations:**
 - Existing Front Elevation (1:50 Scale)
 - Existing Rear Elevation (1:50 Scale)
 - Proposed Side Elevation (1:50 Scale)
- Site Plan:**
 - Proposed Plot Plan (1:50 Scale)
- Scale Bars:**
 - Vertical Scale Bar (0 to 20 Meters)
 - Horizontal Scale Bar (0 to 20 Meters)
- Logo and Contact Information:**
 - WSP | PLANNING**
 - WSP | PLANNING | ARCHITECTURE | INTERIOR DESIGN | LANDSCAPE ARCHITECTURE
 - 15, Rye Hill Road, Woking, Surrey, GU24 0AF
 - 01483 811111
 - www.wspplanning.com

Committee date	5th September 2018
Application reference	18/00473/FUL
Site address	39 Middle Ope
Proposal	The erection of a two storey side extension and a single storey rear extension. (Amended plans).
Applicant	Kronos Estates
Agent	Cre8:Portfolio
Target decision date	6th September 2018
Statutory publicity	Letters sent to neighbours on two occasions published 15th June 2018 and 9th August 2018 (allowing two weeks to respond)
Case officer	Habib Neshat habib.neshat@watford.gov.uk
Ward	Leggatts

1. Recommendation

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

2. Site and surroundings

- 2.1 The application site comprises a two storey, semi-detached property, located within the Harebreaks estate. The building lies at the north east corner of Middle Ope which is a cul-de-sac comprising 4 pairs of semi-detached properties and a terrace of 4 houses (at the top of the cul-de-sac).
- 2.2 The application site has an irregular configuration with a small triangular shape forming the front garden and a square base which hosts the house and the amenity space. The application site benefits from a side garden and is positioned at a 90 degree angle to its neighbour to its north.
- 2.3 The main building has a pitched roof and features a front gable. The roof of the house is tiled. The external walls of the building have been finished in render.
- 2.4 The front garden is paved and provides two car parking spaces, but given the configuration of the site it only provides a narrow access. To the rear, the site is generally laid to a large span of grass. There are, however, three semi-mature trees along the boundary with the house at number 4 Dell Side. These trees are not protected, but they have some amenity value.

- 2.5 The surrounding area is primarily residential and is characterised by generally 2 storey semi-detached and terraced housing in a uniform style.
- 2.6 The building is not listed, nor is it located in a conservation area and is not subject to an Article 4 direction.

Further information, including the site plan and drawings, is available in the appendices to the report and on the website

3. Summary of the Proposal

3.1 Proposal

The scheme as originally submitted included the sub-division of the plot into two houses following the erection of side and rear extensions. However, after revisions, the scheme will only result in the extension of the building to provide a large family house, as follows:

- A single storey rear extension 5m deep across the full-width of the house.
- A two storey side extension 4m wide and 8.8m in length at the ground floor and 7.7m at the first floor along the side of the building. The extension will be 1m set behind the front of the building at the ground floor and two metres at the first floor.

3.2 Conclusion

The site is in a residential area where the buildings have been subject to extensions and alterations and the principle of extension is therefore considered acceptable. The scheme has been subject to a number of revisions to overcome concerns with regards to car parking and amenity issues.

3.3 Subject to conditions as set out in the report, the proposed extension will not have a significant impact on the amenities of the adjoining occupiers. The scale and design of the proposed extension is considered appropriate for this site and it will have an acceptable visual impact on the character and appearance of the area.

3.4 The proposed extension will create a large dwelling contributing to the variety of housing supply locally and therefore it is welcomed.

4. Relevant Policies

4.1 Members should refer to the background papers attached to the agenda. These highlight the Policy Framework under which this application was determined.

Specific policy considerations with regard to this particular application are detailed in section 6 below.

5.0 **Relevant site history/background information**

5.1 The application site has been subject to a number of schemes in the recent past.

5.2 The planning history of the site reveals the following:

- 06/00808/FUL - planning permission was granted on 16.08.2006 for the conversion of the house into two flats.
- 08/00073/FUL - Erection of new building containing two flats 01.05.2008.
- 17/01666/HPD - a prior approval notification for a 5m deep single storey rear extension 18.01.2018.

6. **Main considerations**

6.1 The major issues to be considered area

- (a) Principle of development
- (b) Design, scale and impact on visual amenity
- (c) Impacts on surrounding properties
- (d) Car parking, access and transportation
- (e) Impacts on trees
- (f) Section 106 and Community Infrastructure Levy (CIL)

6.2 (a) Principle of development

The site is located within a primarily residential area. The proposed development will result in the enlargement of the dwelling house which meets the aims and objectives of the planning policies in increasing the supply of housing. The proposal in land use terms is therefore considered acceptable.

6.2.1 The original scheme proposed subdividing the dwelling following the extension of the building. However, there are a number of problems associated with the formation of two houses here:

1. It was considered that whilst it might be possible to park more than one car in the driveway, given its narrow access it would have been considerably difficult to manoeuvre one car in or out of the driveway whilst a car belonging to

another dwelling was parked in tandem or side by side to the driveway.

2. The noise and disturbance from the cars parked within the proximity of the habitable rooms of the dwellings which they did not serve would have adversely affected the amenity of the future occupiers of the site.
3. Due to the small size of the garden, it would not have been possible to provide sufficient amenity space for the future occupiers of each dwelling.
4. Finally the facilities associated with the residential use such as the refuse bins and cycle storage would have needed to be provided to the front of the building with adverse effect upon the visual amenity of the area.

6.2.2 Therefore, the scheme for the sub-division of the site was not considered acceptable and the applicant agreed to revise the scheme.

6.3 (b) Design, scale and impact on visual amenity_

Paragraph 58 of the NPPF advises that planning decisions should aim to ensure that developments will “function well and add to the overall quality of the area and respond to local character and history” and “reflect the identity of the local surroundings and materials”. It further advises that planning decisions should aim to ensure that developments are “visually attractive as a result of good architecture and appropriate landscaping”.

6.3.1 The street scene is suburban and comprises semi-detached and terrace developments. The building and its neighbours are semi-detached two storey houses. The surrounding sites have seen a variety of extensions and there is no objection to the extension in principle.

6.3.2 The scheme comprises a single storey rear extension and a two storey side extension. Each of the elements is considered separately.

Single storey rear extension:

6.3.3 The adopted Residential Design Guide (RDG) suggests that single storey extensions should normally be subordinate to the main building and they should not exceed 3.5m from the rear of the building.

6.3.4 The proposed 5m extension exceeds what the council would normally permit. However, in this case the applicant has secured a 5m deep extension under the new Town and Country Planning (General Permitted Development) (England) Order 2015. The secondary legislation allows single-storey rear extensions which can be

built under permitted development to be increased to 6m in respect of semi-detached houses.

- 6.3.5 Therefore, whilst the single storey rear extension, does not comply with the council's guidelines, this element of the scheme could be built irrespectively. Therefore, the council cannot reasonably raise any objection to it.

Two storey side extension:

- 6.3.6 Paragraph 8.3.1 of the RDG highlights that it is important that an extension respects the scale and character of properties within the street as a whole. Among other things, it states that it is important to maintain the existing pattern of spaces between buildings and avoid an inappropriate "terracing effect". The spaces between buildings are often as important an aspect of street character as the buildings themselves.

- 6.3.7 Paragraph 8.7 of the RDG provides the following detailed guidance in relation to side extensions:

a) Plan form: the side wall of an extension should be parallel to the side of the existing house even where a boundary wall is at an angle to the house.

b) Subordination: side extensions should be subordinate to the original house in the terms of their height, scale and bulk.

c) Proportions: the height, width and depth of side extensions should be proportionate to the dimensions of the main house. As a rule-of-thumb, an extension should be no wider than a third of the overall width of the extended property. Side extensions should respect the design and character of the main house and ensure the property has a balanced street frontage.

d) Setbacks: extensions should be set back at least 1m from the principal building line (main front wall of the house) to avoid a "terracing effect" along the length of the street or between semi-detached houses. Exceptions to this "setback rule" may be appropriate where a staggered building line exists. In such instances setbacks may be required at the rear of the extension to ensure light to the neighbouring property is not compromised.

- 6.3.8 The proposed side extension is both set back from the front building line and is set down at roof level, it also retains a 4m distance to its side boundary and will consequently appear subordinate to the main building. The proposed extension complies with the above standards and policy UD1 of the adopted Core Strategy and therefore from a visual amenity point of view is considered acceptable.

6.4 (c) Impacts on surrounding properties

The neighbouring buildings which will be mostly affected by the proposed extensions are:

- No. 37 Middle Ope, which makes a pair with the application site
- No. 4 Dell Side which is located to the rear of the site
- No. 41 Middle Ope which is positioned at 90° to the application site

6.4.1 The proposed side extension will not block direct daylight to any primary habitable window. There is a window at the flank elevation of number 41 Middle Ope at the first floor level which allows direct overlooking into the garden of the application site. The proposed extension will be built approximately 3m away from this window and thereby blocks its view from this window and will result in some loss of daylight. However, this is a secondary window to a bedroom and the main light and outlook to this room are provided from the window to the front of the house. Therefore, the loss of daylight and outlook to this room will not be significant.

6.4.2 The proposed side extension will respect the 45° rule in relation to the adjoining neighbours. The proposed side extension is well set away from its adjoining pair. Given the layout, position and the configuration of the site, the proposal will not result in any significant loss of light to the neighbouring buildings.

6.4.3 The major issue with respect to the scheme is the potential loss of privacy.

6.4.4 The proposed side extension will be within just over 5m of the rear and the side boundary of the site. The council's standards require a minimum of 11m distance to the garden boundary of the neighbouring buildings. Further any front window to the to the site extension will potentially breach the 90° privacy arc in respect of number 41 Middle Ope.

6.4.5 However the scheme does not include any window to the rear of the extension safeguarding loss of privacy to the rear garden of 4 Dell Side.

6.4.6 Also the proposed front window will be obscured and fixed to the height of 1.7m from the finished floor level to prevent any overlooking to the side window of 41 Middle Ope.

6.4.7 The proposed side windows at the first floor level of the extension will overlook the side garden of number 41 Middle Ope. However, the side garden of this building is used for car parking purposes, accommodating up to 5 cars with direct access from

Dell Side. Therefore, the proposal will not cause any significant loss of privacy to the adjoining neighbours.

6.4.8 It is considered that subject to appropriate conditions the proposal will not have any significant impact upon the amenities of the adjoining occupiers.

6.5 (d) Transportation and parking

“Saved” Policy T22 of the WDP2000 states that on-site parking will not be permitted in excess of the maximum appropriate for the zone in which the site is located.

6.5.1 Appendix 2 of the WDP2000 states that the maximum parking standard for a family house more than 4 bedroom is 3 spaces. The proposal provides a 6 bedroom house and therefore the maximum standard is 3 parking spaces. It is important to note that the parking standards are maximum standards rather than minimum standards. The maximum parking standard seeks to restrain the amount of on-site parking to encourage users of developments to travel to and from the site by means other than private car.

6.5.2 The application site allows parking provision for 3 spaces to the front garden and therefore it complies with the criteria set in saved Policy T24.

6.6. (e) Impacts on trees

There are some trees along the rear boundary of the site. These trees are not protected although they provide some visual amenity. The tree officer has commented that the proposal will encroach upon the area located at some distance away, however, conditions are recommended to ensure the trees are protected during and after the construction phase of the development.

6.7 (f) Community Infrastructure Levy

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 floor-space created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted. The proposal will be CIL liable, mitigating to some degree the impact of the development upon the public social infrastructure.

7. Consultation responses received

7.1 There have been two rounds of letters sent to neighbours: on 15th June 2018 and 9th August 2018 (allowing two weeks to respond). The comments received with respect to both schemes are similar. These are highlighted below.

7.2 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Arboricultural officer	The proposed extension will encroach upon the tree root protection area should consent be granted I would like to see adequate tree protection measures in place.	Noted.

7.3 Representations received from interested parties

6 letters of objection were received in respect of the original scheme and 5 were received in respect to the current scheme, showing concerns with regards to loss of privacy, daylight, noise disturbance, and the potential impact upon trees but the emphasis has been with the general concern with parking problems in the area.

Objection comment	Officer comments
Parking in Middle Ope is very restricted and the proposed enlarged house will be likely to be used as HMO and therefore may result in the provision of 6 car parking spaces.	Parking is considered in paragraphs 6.5 of the report. It should be noted that the maximum standard for HMO is 0.5 car parking space per tenancy unit, which again equates to 3.
Increase in noise and disturbance.	The building would remain in residential use and would not cause a material increase in noise and disturbance to neighbouring properties.
Loss of privacy.	This issue has been considered in paragraphs 6.4. The scheme has been revised in order to overcome any loss of

	privacy.
Boundary line is not correct	The boundary dispute cannot be considered within the remit of the planning regime.
The six bedroom building may be used for other purposes such as House in Multiple Occupation	The scheme will allow flexibility of use for the building. This could be occupied either as a large family accommodation or use by up to 6 individuals forming a household.
The proposal will result in the destabilisation of the trees, causing safety issues	The tree officer has recommended additional condition to be imposed to ensure the wellbeing of the trees are safeguarded
The scheme has been shown in isolation and there is no contextual drawings	The proposal is for a two storey side extension. The drawings adequately provide details with respect to the impact on the development upon the amenities of the adjoining occupiers

8. 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. All the external surfaces of the development shall be finished in materials to match the colour, texture and style of the existing building. Details of any alternative materials shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the development shall only be carried out in accordance with any alternative details approved by this Condition.

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

3. The development shall be carried out in accordance with the following drawings:

011117 – PL 200– Ordinance Survey
011117 – PL 201– Existing Floor Plans
011117 – PL 202– Existing Roof Plan
011117 – PL 203– Existing Front + Rear Elevations
011117 – PL 204– Existing North West Elevation
011117 – PL 205– Existing South East Elevation
011117 – PL 301– Proposed Floor Plans
011117 – PL 302– Proposed Roof Plan
011117 – PL 303– Proposed Front + Rear Elevations
011117 – PL 304– Proposed North West Elevation
011117 – PL 305– Proposed South East Elevation

Unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt as to what has been permitted and in the interests of proper planning.

4. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any modification or re-enactment thereof), no window on the flank elevation of the extension hereby approved shall be installed without the prior written permission of the Local Planning Authority.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to policy SD1 of the Watford District Plan 2000 and the advice given in the adopted Watford Residential Design Guide 2014.

5. The proposed bedroom window to the front elevation at the first floor level hereby approved shall be fixed with obscured glazing to the height of 1.7m from the finished floor level.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to policy SD1 of the Watford District Plan 2000 and the advice given in the adopted Watford Residential Design Guide 2014.

6. No development on site shall commence until the details of all below ground services and cabling (electricity, gas, telephone, foul water, surface water, etc), including any temporary connections for site huts showing depth, width and routing of all trenches have been submitted to and approved in writing

by the Local Planning Authority prior to any works commencing on site. Any alterations to the approved layout during construction, that falls within 6m of any retained tree shall be notified to and approved by the Local Planning Authority in writing before any excavation is made.

Reason: To ensure all existing trees to be retained are not prejudiced by the development in accordance with Policy SE37 of the Watford District Plan 2000.

7. No development on site shall commence until the details and method statement in respect of ground protection measures within the root protection zones of the two trees along the boundaries of the site are have been submitted to and approved in writing by the Local Planning Authority. This should also include a method statement if the existing concrete surfacing is to be used as part of the tree protection measures and also to provide information with regard to the removal of concrete from the root protection zone of the trees.

Reason: To ensure all existing trees to be retained are not prejudiced by the development in accordance with Policy SE37 of the Watford District Plan 2000.

Informatives

1. 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.
2. This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision. To find out more information and for advice as to whether a Building Regulations application will be required please visit www.watfordbuildingcontrol.com.
3. This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements

to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc_Act_1996_-_Explanatory_Booklet.pdf

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

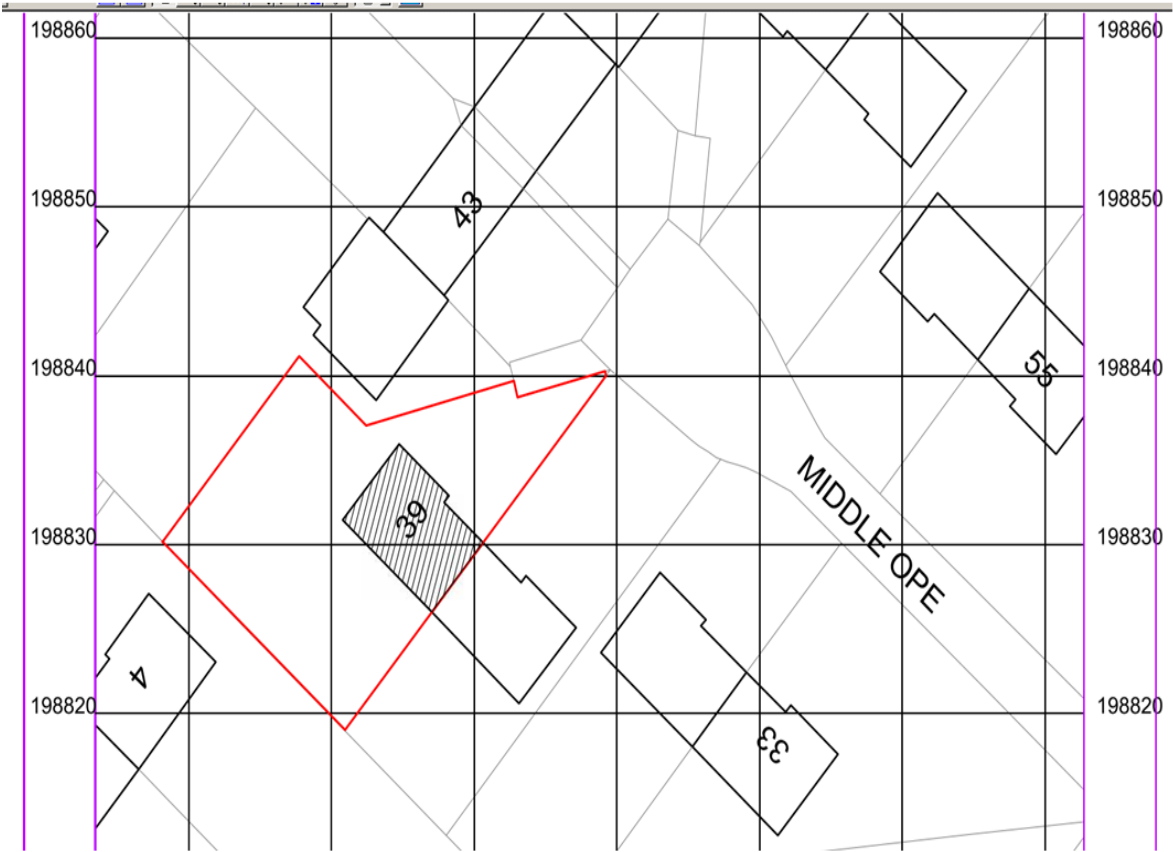
In order to minimise impact of noise, any works associated with the development which are audible at the site boundary should be restricted to the following hours:

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

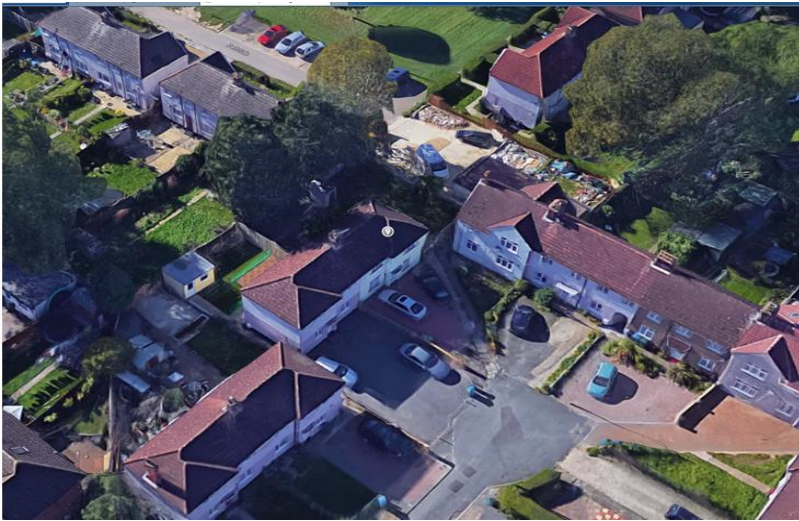
Instructions should be given to ensure that vehicles and plant entering and leaving the site comply with the stated hours of work.

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

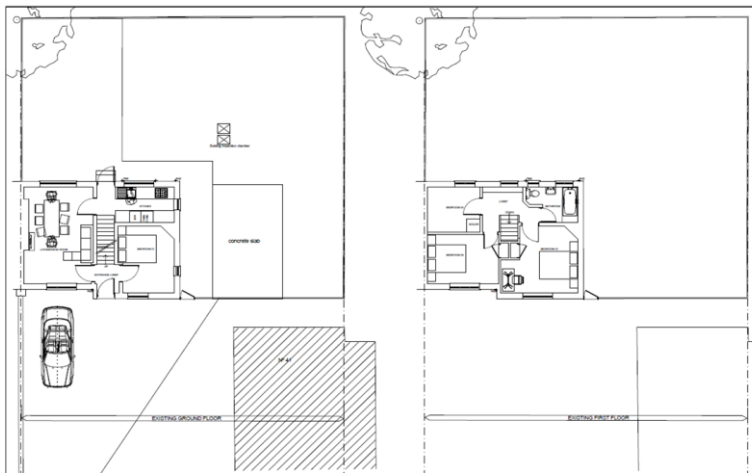
5. The planning officer's full report gives more detail than is to be found in the Decision Notice. The full report can be obtained from the Council's website www.watford.gov.uk/planning , or on request from the Regeneration and Development Department.



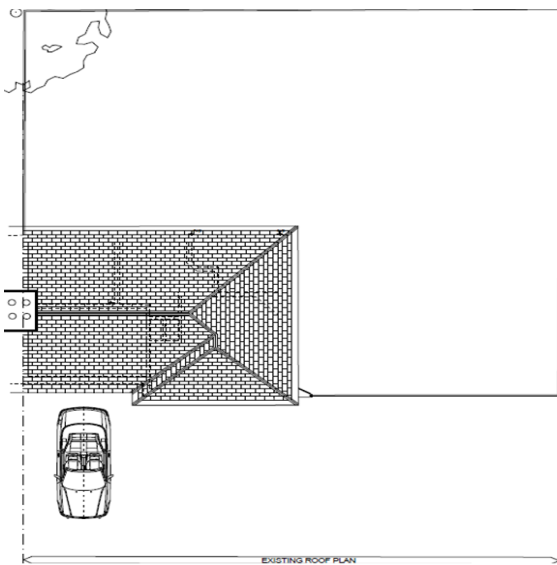
Aerial photo



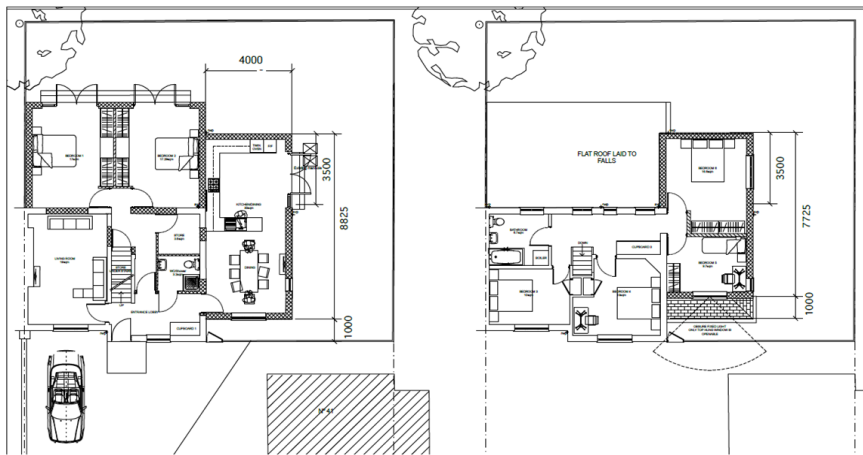
Existing floor plans



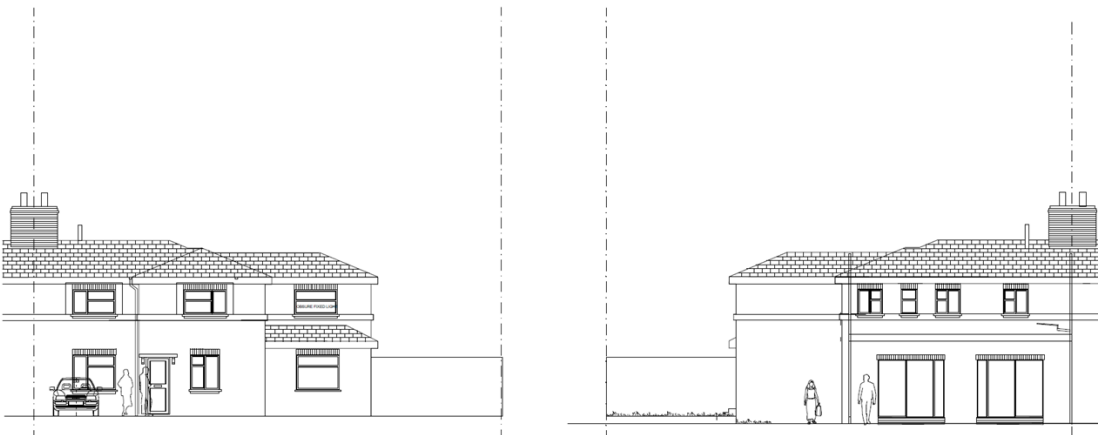
Existing Roof plan



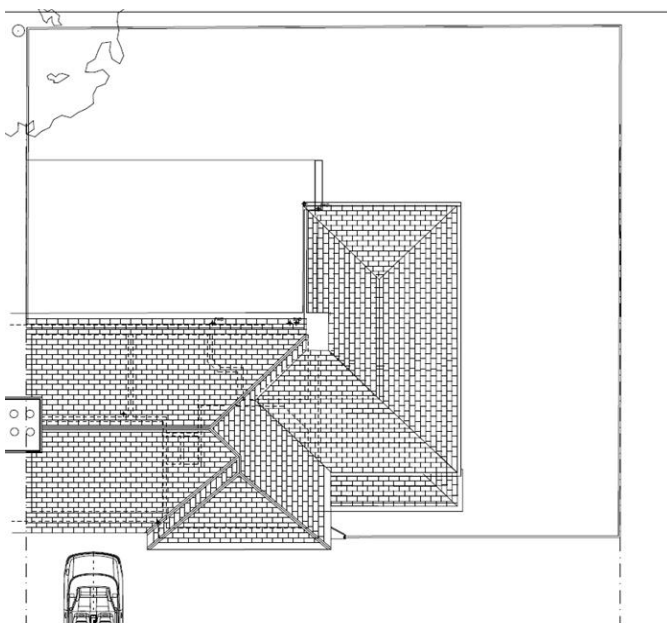
Ground and first floor plan



Proposed front and rear elevations



Proposed roof plan



side elevation



site photo



Committee date	5th September 2018
Application reference	18/00689/FULM
Site address	Halsey House, Rosslyn Road
Proposal	Demolition of existing building (Town and Country Club) and construction of four storey building comprising 39 dwellings (1 and 2 bedroom flats) with 12 car parking spaces, cycle store , bin store and amenity space. All units to be affordable housing.
Applicant	Hightown Housing Association
Agent	Tooley and Foster Partnership
Target decision date	6th September 2018
Statutory publicity	Press advert and site notice published 15th June 2018
Case officer	Paul Baxter paul.baxter@watford.gov.uk
Ward	Central

1. Recommendation

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

2. Site and surroundings

2.1 The site is located on the north-eastern side of Rosslyn Road and comprises a 2 storey detached building formerly occupied by the Watford Town and Country Club. This organisation closed down in January 2018 and the building is currently vacant and boarded up. The site is approximately rectangular in shape and has an area of 0.26 hectare. The north-western boundary of the site adjoins The Beeches/Ballinger Court, a residential development comprising 3 storey blocks of flats, and contains a number of preserved and non-preserved trees. The south-eastern and north-eastern boundaries adjoin a service road serving commercial units to the north-east which front The Parade. Beyond the service road to the south-east is the Gade multi-storey car park.

2.2 Further information, including the site plan and drawings, is available in the appendices to the report and on the council's [website](#).

3. Summary of the proposal

3.1 Proposal

To demolish the existing building and erect a 4 storey building, approximately rectangular in footprint, to provide 39 residential flats (7 x 1 bed and 32 x 2

bed) and 12 car parking spaces. All of the proposed units are to be for affordable housing with 23 units for affordable rent and 16 units for shared ownership.

3.2 Conclusion

The revised NPPF (2018) now requires local housing needs assessment to be conducted using the standard methodology and sets out that the Local Planning Authority should apply the weighted test set out in paragraph 11 (d) unless it can demonstrate a five year supply of deliverable housing sites. The Council currently cannot demonstrate a five year supply of deliverable housing sites and therefore paragraph 11(d) should be applied, which states that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole.

3.3 The demolition of the existing building will result in the loss of a community facility, however, the Watford Town and Country Club no longer exists as an organisation and the site has been sold to the applicant. The former community use was evidently not viable to continue operating and it is considered highly unlikely any other community organisation would be able to operate the building on a viable basis. Other social and community uses do exist in the locality. It is not therefore considered that the loss of the community use should be given significant weight in the determination of the application.

3.4 The site is in a sustainable and accessible location within the town centre and the redevelopment for residential use is considered acceptable. The proposal will provide 39 housing units, all for affordable housing, a significant benefit to the borough. The scale and design of the building is considered acceptable and appropriate for this site, given the varied nature of existing buildings within the immediate locality. All of the units will provide good quality accommodation for future occupants. The proposal will have no adverse impacts on neighbouring residential properties.

4. Relevant policies

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

5. Relevant site history/background information

5.1 There is no planning history of relevance to the current application. The existing building was erected in the late 1950s.

6. Main considerations

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

- (a) Principle of land use
- (b) Housing
- (c) Impact on the character and appearance of the area
- (d) Quality of the new accommodation provided
- (e) Impact on amenity of adjoining residential properties
- (f) Access, servicing and parking
- (g) Environmental considerations

6.2 (a) Principle of land use

The demolition of the existing building will result in the loss of a community facility, however, the Watford Town and Country Club no longer exists as an organisation and the site has been sold to the applicant. The former community use was evidently not viable to continue operating and it is considered highly unlikely any other community organisation would be able to operate the building on a viable basis. In their supporting planning statement, the applicant has stated that the site was marketed for sale after the club closed down and of the 23 offers received, only 1 was not for residential use. No offers were forthcoming from community uses. In further mitigation of the loss of the community use, other social and community uses do exist in the locality, the nearest being the West Herts Sports Club in Park Avenue (which has a function room for hire) and the Ex-Servicemen's Social Club at Flanders Court on St Albans Road. In these circumstances, it is not considered that the loss of the community use should be given significant weight in the determination of the application.

6.3 (b) Housing

The site falls within the designated town centre although has no specific land use designation. Rosslyn Road comprises various residential uses including residential flats and houses and care homes. The site is in a sustainable and accessible location close to a wide range of services and facilities and public transport. The site is brown field land, is not at risk of flooding and has no biodiversity, landscape or cultural heritage significance. Therefore, the proposal is consistent with Policy HS1 of the Core Strategy. The proposal would contribute towards meeting the Borough's housing target, which should be afforded considerable weight in consideration of the application.

- 6.3.1 Paragraph 117 of the revised NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Furthermore, paragraph 68 highlights that small and medium sites (less than 1 hectare) can make an important contribution to meeting the housing requirement of an area, and are often built-out quickly. In this case, it is considered that the proposed development, consisting of 39 flats on a small site, would make optimal use of the site close to passenger transport facilities and provide an acceptable standard of amenity for future occupants. Furthermore, it is considered that the proposed development would maintain the character and appearance of the area as discussed in the report.
- 6.3.2 The proposed housing mix comprises 7 x 1 bed and 32 x 2 bed flats (of which 3 are for 3 person and 29 for 4 person occupancy). Given the town centre location of the site and the fact that 32 of the flats will be suitable for family occupation (families with 1 or 2 children), the lack of any 3 bed units is not considered to be critical in this case. The introduction of 3 bed units would reduce the overall number of units in the development and would impact on the viability of the scheme and the applicant's ability to incorporate all affordable housing and to maximise the number of rented units. As such, the proposed mix is considered to be acceptable in this case.
- 6.3.3 Policy HS3 of the Core Strategy seeks a 35% provision of affordable housing on all schemes of 10 or more units. This would equate to 14 units for the proposed scheme. The proposal is 100% affordable housing and complies with policy in this respect. The policy also gives a breakdown of the unit tenures sought which is 65% affordable rent, 20% social rent and 15% shared ownership. Based upon a 35% provision, this would equate to 9 affordable rent, 3 social rent and 2 shared ownership units. The proposed tenure mix is 59% affordable rent and 41% shared ownership. In the current housing market in Watford, shared ownership tenures are generally not considered affordable as they do not meet the urgent housing needs of the borough. However, even discounting these units, the 23 affordable rent units still give an increase of 11 rented units over the number that would be achieved if only a policy compliant 35% provision were to be provided. Given that the majority of the units are larger 2 bed family units, it is considered that these additional 11 units for affordable rent more than compensate for the lack of a small number of social rented units. The proposed affordable housing mix is therefore considered to be acceptable.

- 6.4 (c) Impact on the character and appearance of the area
- Paragraph 124 of the revised NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 127 states, among other things, that planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate landscaping; they should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and development should optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- 6.4.1 Rosslyn Road is predominantly residential in nature, characterised by 2 and 3 storey buildings, but does include a wide range of building styles. To the north-west the site adjoins The Beeches/Ballinger Court development which comprises 3 no. 3 storey blocks built in the 1980s-1990s. Opposite the site is Crakers Mead, a 3 storey block built in the 1960s and 2 recently built 3 storey blocks of flats at nos. 14 and 16 (only just nearing completion). No.14 is built in a traditional style but no.16 is contemporary in style. The only building not in keeping with this character is the Gade multi-storey car park, a large concrete structure with 5 levels of car parking set at right-angles to the road, which is sited to the south-east of the site.
- 6.4.2 In this context, the proposed 4 storey block is considered appropriate and acceptable in its scale and massing. It makes the transition between the 3 storey flats of The Beeches and the larger structure of the Gade car park without appearing visually dominant within the streetscene. The building is set back from the road frontage by 19m and the proposal retains the preserved and non-preserved trees along the north-western boundary, the former of which are located towards the site frontage and make an important contribution to the streetscene.
- 6.4.3 The design of the building is relatively simple and unremarkable incorporating brickwork for the elevations and a very shallow metal pitched roof. The windows are arranged formally to give regularity and rhythm to the elevations with recessed brick panels and patterned brickwork adding texture and interest. The building has been designed to incorporate ground floor entrances for the ground floor flats to add further interest and activity to the elevations.

- 6.4.4 Overall, the building will provide a more prominent and active elevation to Rosslyn Road and will make a strong and positive contribution to the streetscene, complementing the character and appearance of the locality.
- 6.5 (d) Quality of the new accommodation provided
All of the proposed flats exceed the nationally described space standard and all have a good internal layout. The majority of the flats will have good levels of outlook, natural light and privacy. For some of the flats it is acknowledged that a lower level of amenity will be experienced. For the flats facing the north-western boundary, natural light levels will be lower due to the presence of trees along the boundary but these trees will give a more verdant outlook to the flats. For the flats facing south-east towards the car park, the quality of the view will be impacted by the uninspiring concrete structure although the more objective level of outlook will be less affected due to the distance between the proposed windows and the car park (varying from 24.4-28.3m). Overall, it is considered the proposal will provide a good quality of accommodation for future occupiers in this town centre site.
- 6.6 (e) Impact on amenity of adjoining residential properties
The nearest residential properties are located at The Beeches to the north-east and the flats under construction opposite the site at 16, Rosslyn Road. In many cases, the distance between the existing windows of flats in The Beeches and the windows of the proposed flats exceed the minimum distance of 27.5m set out in the Residential Design Guide. Where this distance is not met, principally the front part of the proposed building, any loss of outlook or privacy is mitigated successfully by the retained trees and the use of angled windows. Overall, it is not considered that the proposal will have any significant adverse impact on the amenities of the occupiers in The Beeches.
- 6.6.1 In respect of the flats opposite the site at 16, Rosslyn Road, the facing distance between this development and the proposed development is 26.4-27.0m, across the landscaped frontage and Rosslyn Road itself. As such, the proposal will have no impact on these flats.
- 6.7 (f) Access, servicing and parking
The existing site has 2 vehicle crossovers/accesses from Rosslyn Road. The proposal will utilise the southern access with the northern access being closed. The access will serve 12 parking spaces sited along the south-eastern boundary. This level of provision equates to 0.3 space per flat which is significantly below the maximum standard of 1 space per flat in the Watford District Plan. However, given the highly sustainable location of the site with good access to public transport, this is acceptable. As the site falls within a controlled parking zone, the development will need to be excluded from the

zone in order to prevent future occupiers being entitled to resident permits. This will ensure the development does not exacerbate existing on-street parking congestion on the surrounding roads. This can be secured via a section 106 undertaking.

6.7.1 The submitted transport assessment shows that predicted traffic movements in the morning and evening peak periods are low, at 10 vehicle movements and 5 vehicle movements respectively. The impact on the highway network will therefore be negligible.

6.7.2 The building incorporates 2 secure cycle stores with a capacity for 40 cycles, which is acceptable and in accordance with the District Plan standards. Two bin stores are located adjacent to the access to allow collection from Rosslyn Road. Service and delivery vehicles will also be able to reverse into the site. This is an acceptable arrangement in this case. Rosslyn Road links Rickmansworth Road and Upton Road and carries relatively little traffic most of the time. Apart from the residential properties, it principally serves the Gade car park.

6.8 (g) Environmental considerations
Six individual trees (2 preserved and 4 non-preserved) and a small group of trees are sited along the north-western boundary and are to be retained. A tree protection plan has been submitted as part of the arboricultural impact assessment to secure the retention of these trees during construction.

6.8.1 A surface water drainage scheme has been submitted with the application. This incorporates underground attenuation tanks with a regulated outflow to the main sewer of 5 litres per second. This is acceptable.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Hertfordshire County Council (Lead Local Flood Authority)	No objection subject to conditions to secure the submitted surface water drainage scheme.	Noted.
Hertfordshire County Council (Highway Authority)	No objections subject to suggested conditions.	Noted.

Thames Water	No objections.	Noted.
Crime Prevention Design Service	I am content that security and crime prevention issues have been addressed for this application and the development will be built to the Police minimum security standard, Secured by Design.	Noted.

7.2 Internal Consultees

Name of Internal Consultee	Comment	Officer Response
Arboricultural Officer	There will most likely be some pruning required to Sycamore (T3 of TPO 123) referred to as T1 in the arboricultural impact assessment, which may require cutting back and lifting. I have no objections to these minor works. I have no objections to the proposals as they show no loss of trees or major impact on the root protection areas of the retained trees.	Noted. Appropriate conditions can be used to secure the tree protection measures and details of new planting.
Housing	Although the application offers no social rented units we are satisfied that the gain from the site being 100% affordable housing rather than just 35%, in particular the 14 additional affordable rented units above policy requirements, is sufficient to offset the loss of 3 social rented units. The Housing Service	Noted.

	therefore supports the application.	
Waste and recycling	Bin provision and placement of bin store is in line with guidance.	Noted.
Planning Policy	No response received.	

7.3 Representations received from interested parties

Only 1 letter was received, requesting a copy of the decision notice.

8. Recommendation

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

Section 106 Heads of Terms

- i) To secure 39 flats as affordable housing comprising 23 flats (7 x 1 bed and 16 x 2 bed) for affordable rent and 16 flats (16 x 2 bed) for low cost home ownership.
- ii) To secure a financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' parking permits being issued to this site.

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:-

5149-TFP-ZZ-ZZ-DR-A-2007/SO/P01
5149-TFP-ZZ-ZZ-DR-A-2003/SO/P010

5149-TFP-ZZ-ZZ-DR-A-2009/SO/P07
5149-TFP-ZZ-ZZ-DR-A-2008/SO/P08
5149-TFP-ZZ-ZZ-DR-A-2006/SO/P010
5149-TFP-ZZ-ZZ-DR-A-2010/SO/P09
5149-TFP-ZZ-ZZ-DR-A-2011/SO/P08

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

3. No demolition or construction works shall commence until the tree protection measures detailed in Section 4 and the Draft Tree Constraints Plan of the Arboricultural Impact Assessment by Middlemarch Environmental (Report No. RT-MME-127193-02, dated April 2018) have been implemented in full, unless otherwise agreed in writing by the Local Planning Authority. These measures shall be retained at all times during demolition and construction works.

Reason: In order to protect the retained trees from damage during demolition and construction works and ensure their long term retention.

4. No construction works above damp proof course level shall commence until details of the materials to be used for all the external finishes of the building, including walls, roofs, doors, windows, fascias and balustrades, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

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

5. No construction works above damp proof course level shall commence until detailed drawings of the window and door reveals and brick detailing to the external walls, 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 details.

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. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Thomasons Ltd (reference C12600, dated May 2018):
 1. Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 5 l/s during the 1 in 100 year event plus 40% of climate change event.
 2. Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event providing a minimum of 115 m³ (or such storage volume agreed with the LLFA) of total storage volume in four underground tanks.
 3. Discharge of surface water from the private drain into the Thames Water surface water sewer network.

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

Reason: 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.

7. No construction works above damp course level shall commence until a detailed surface water drainage scheme for the site, based on the approved surface water drainage strategy and sustainable drainage principles, 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.

The scheme should include:

1. Detailed modelling for the proposed drainage strategy to include the modelling for the 1 in 1 year event, the 1 in 30 year event and the 1

in 100 year rainfall event including 40% for climate change allowance.

2. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
3. 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.

8. No construction works above damp proof course level shall commence until a scheme for active and passive electric charging points for on-site vehicles has been submitted to and approved in writing by the Local Planning Authority. The electric charging infrastructure and charging points shall be installed in accordance with the approved scheme prior to the first occupation of the development.

Reason: To ensure that the proposed development achieves high levels of sustainability in accordance with Policies SD1 and SD3 of the Watford Local Plan Core Strategy 2006-31 and paragraph 110 of the National Planning Policy Framework revised July 2018.

9. No part of the development shall be occupied until full details of a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority and the approved hard landscaping has been laid out in accordance with the approved details. The approved soft landscaping 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 wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

10. No part of the development shall be occupied until the refuse and recycling stores and cycle stores 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 and shall be used for no other purpose.

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.

11. No part of the development shall be occupied until the existing vehicle crossover at the northern end of the Rosslyn Road frontage has been removed and the footpath has been reinstated.

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

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

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

13. For the avoidance of doubt, no communications development permitted by Classes A, B or C of Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) shall be undertaken on any of the buildings hereby approved.

Reason: In the interests of the character and appearance of the buildings, 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.

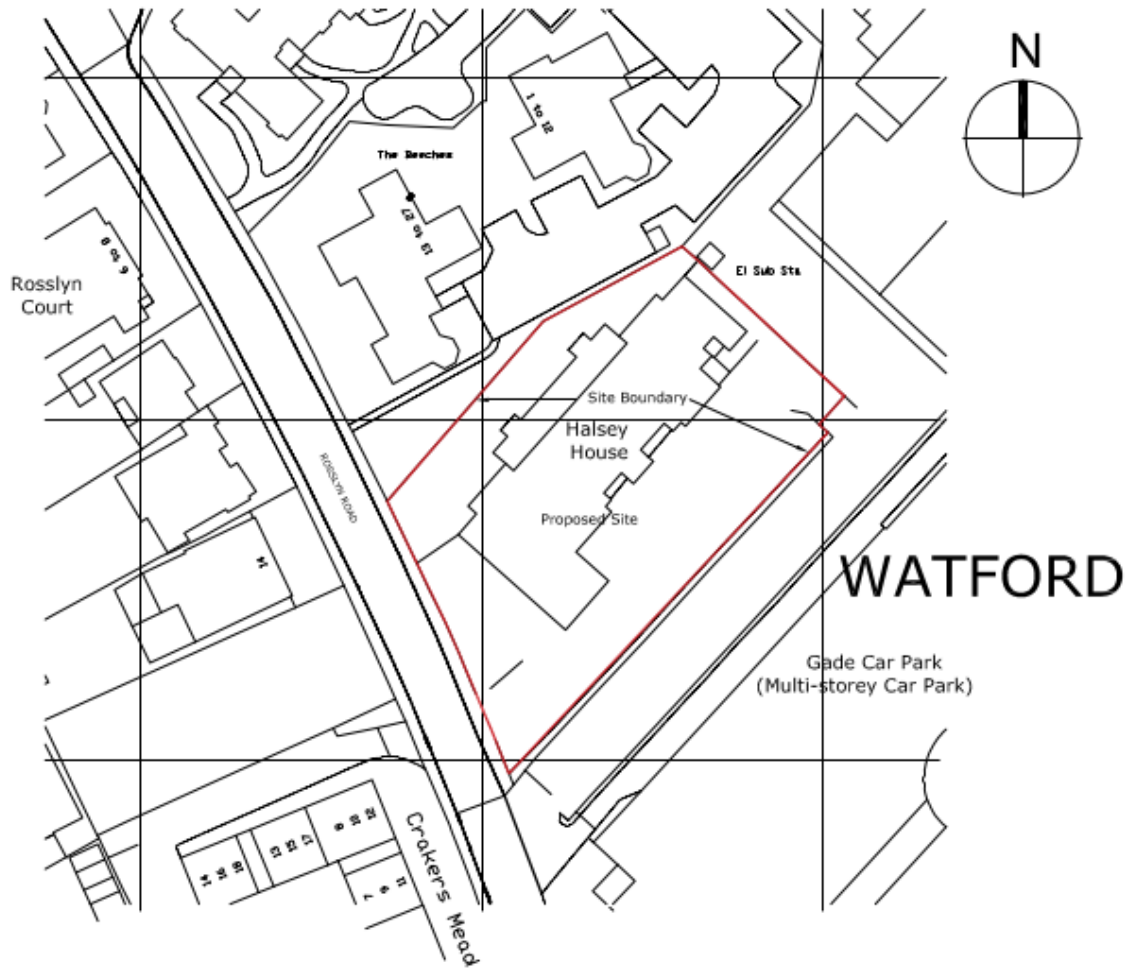
A person or party must assume liability to pay the levy using the assumption of liability form 1 which should be sent to the CIL Officer, Regeneration and Development, Watford Borough Council, Town Hall, Watford, WD17 3EX or via email (semeta.bloomfield@watford.gov.uk).

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. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure 24 flats as affordable housing, the exclusion of the development from the local controlled parking zone, the necessary fire hydrants to serve the development, a monitoring fee for the Travel Plan and a parking space for a car club vehicle.
4. 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

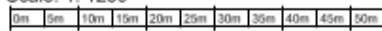
responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.

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 entered into extensive pre-application discussions with the applicant.
6. All works required to be undertaken on the highway network will require an Agreement with the Highway Authority. Before commencing the development the applicant shall contact HCC Highways Development Management, County Hall, Pegs Lane, Hertford, SG13 8DN to obtain their permission and requirements. This is to ensure any work undertaken in the highway is constructed in accordance with the Highway Authority's specification and by a contractor who is authorised to work in the public highway.



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Scale: 1: 1250



LOCATION PLAN

1 - Site layout plan



2 - Upper floor plans

ACCOMMODATION SCHEDULE (PROPOSED)

UNITS	18 + 3P	28 + 4P	TOTAL
APARTMENT	1	1	2
TOWNHOUSE	1	1	2
STUDIO	1	1	2
TOTAL	3	3	6

ACCOMMODATION SCHEDULE (EXISTING)

UNITS	18 + 3P	28 + 4P	TOTAL
APARTMENT	1	1	2
TOWNHOUSE	1	1	2
STUDIO	1	1	2
TOTAL	3	3	6

12 Car parking spaces (18m, 24m, 30m, 36m, 42m, 48m, 54m, 60m, 66m, 72m, 78m, 84m)
 24m, 30m, 36m, 42m, 48m, 54m, 60m, 66m, 72m, 78m, 84m
 18m, 24m, 30m, 36m, 42m, 48m, 54m, 60m, 66m, 72m, 78m, 84m
 Amenity Space = 18m, 24m (approx)

Notes:

- These proposals are subject to:
 - A confirmation of the site boundaries to the client.
 - All relevant planning and building regulations.
 - An accurate topographical survey of the site including:
 - Full topographic levels.
 - Detailed information on all trees on the site including any TPOs.
 - All existing services on the site including but not limited to:
 - Sewer and water supply.
 - Gas and electricity.
 - Comments from the Local Authority's Planning Department.
 - Evidence of any and all existing services, structures, etc.
 - Height, volume and location, amenity requirements, including:
 - Acoustic and noise surveys.

Scale: 1: 200

1st, 2nd and 3rd FLOOR PLANS

3 – Elevations



4 - Street view



5 - Aerial view 1



6 - Aerial view 2



Agenda Item 8

Committee date	5th September 2018
Application reference	18/00978/VAR
Site address	149a, 149b and land to the rear of 149 St Albans Road
Proposal	Variation of Condition 2 for alterations to the design and massing of Block B (to accommodate the 3 metre buffer zone around Thames Water sewer) pursuant to planning permission 18/00542/FULM.
Applicant	Watford Development Limited
Agent	DP9
Target decision date	5th November 2018
Statutory publicity	Press advert and site notice published 10th August 2018
Case officer	Paul Baxter (paul.baxter@watford.gov.uk)
Ward	Callowland

1. Recommendation

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

2. Site and surroundings

- 2.1 The application site occupies approximately half of a triangular plot of land, the borders of which are the West Coast Mainline railway (which lies in a cutting), Bedford Street and the St Albans Road. Currently this area is dominated by vehicles: being occupied by several businesses that sell used cars, or that repair and service cars, or that hire vans.
- 2.2 The applicants have purchased several plots of land to make up the application site, including the yard behind 149 St Albans Road, but not including the building at 149 itself, which is a tyre fitting garage called Tyre City. The application site does not include any of Network Rail's land, which covers approximately half of the triangle: this includes operational land for track access and storage and the site of the former Railway Social Club (now demolished). The site does not include the listed former station building at 147a, St Albans Road, which was granted listed building consent under ref. 17/01414/LBC. This building remains within the applicant's ownership and remains part of the overall development scheme, but is not part of the current application.
- 2.3 The site is part of the Watford Junction Special Policy Area (SPA2) although it is separated from the main part of the SPA by the St Albans Road. This site is also part of the Nascot Conservation Area; albeit it is separated from most of

the conservation area by the mainline railway. The Conservation Area's northern edge is the houses and back gardens of Bedford Street, and it also includes The Prince George pub, Dunnings Bar, and the former Leavesden Road bus station which has recently been redeveloped as flats.

- 2.4 Further information, including the site plan and drawings, is available in the appendices to the report and on the council's [website](#).

3. Summary of the proposal

3.1 Proposal

To vary Condition 2 (approved drawings) of planning permission 18/00542/FULM to incorporate amendments to the design of Block B fronting St Albans Road, principally the south-western, western and north-western elevations. This is in order to accommodate a 3m buffer zone around a Thames Water deep sewer manhole (6m in diameter) sited towards the southern boundary of the site. The previously approved design for Block B encroaches within this buffer zone and would prevent full access to the manhole for repairs and maintenance of the sewer. Unfortunately, although consent has been given by Thames Water to build over the deep sewer, it is now a requirement that a 3m buffer be maintained around the manhole, necessitating the redesign of Block B. This requirement had not previously been requested by Thames Water.

- 3.2 The redesign of Block B has involved removing a section from the central part of the southern elevation to accommodate the buffer zone and extending the western elevation in order to maintain the amount of approved floorspace and the number of approved units in the block. This applies only to the 6 storey element of the building. The 9 storey element remains unchanged. All other aspects of the previously approved development, including the site layout and the scale and design of Blocks A, C and D, remain unchanged.

3.3 Conclusion

The revised NPPF (2018) now requires local housing needs assessment to be conducted using the standard methodology and sets out that the Local Planning Authority should apply the weighted test set out in paragraph 11 (d) unless it can demonstrate a five year supply of deliverable housing sites. The Council currently cannot demonstrate a five year supply of deliverable housing sites and therefore paragraph 11(d) should be applied, which states that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole.

- 3.4 The amendment to Block B will change the appearance of the southern and western elevations of Block B. However, the front elevation and the 9 storey tower element, together with the relationship of the building to St Albans Road, remain unchanged. The change to the southern elevation will principally be seen on the approach along St Albans Road from the south. These views will, in turn, be limited by existing buildings on the western side of the road and by the rise of the road over the railway bridge, which adjoins the site. In this context, it is not considered that the amendment to the design of Block B would have a significant harmful impact on the design and appearance of Block B or on the overall character and appearance of the development.

4. Relevant Policies

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

5. Relevant site history/background information

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

18/00542/FULM - Redevelopment of the site to provide a mixed use scheme comprising of 146 residential units (Class C3), flexible commercial units (Classes A1/A2/B1/D1/D2) and associated cycle parking, car parking, playspace, landscaping and associated works. Planning permission granted on 4th July 2018 following completion of a s.106 legal agreement.

6. Main considerations

- 6.1 The main issues to be considered in the determination of this application are:
- (a) Scale, design and impact on heritage assets.
 - (b) Quality of residential accommodation.
 - (c) Housing mix and affordable housing provision.
 - (d) Impact on surrounding properties.
 - (e) Transport and parking.
 - (f) Other issues.
- 6.2 Application ref. 18/00542/FULM was approved by the Committee at its meeting on 13th June 2018, subject to the completion of a s.106 legal agreement. The report for this application is available on the council's website. As only the design of Block B has been amended and in all other respects the approved development remains unchanged, this report will focus

only on the changes to Block B.

6.3 (a) Scale, design and impact on heritage assets

The overall design philosophy and materials for Block B remain unchanged. In order to accommodate the required buffer zone, a section has been removed from the central part of the south-western elevation measuring 13.8m wide by 6.75m deep. In order to maintain the floorspace within the building, the western elevation has been extended to the west by 3.6m (increasing the depth of the building), also increasing the length of the south-western and north-western elevations. Overall, the changes can be summarised as follows:

Block B	Consented under 18/00542/FULM	Proposed under Section 73
Frontage width	35.8m	35.8m
Depth	18.8m	22.4m (+3.6m)
SW elevation	23.7m	27.9m (+4.2m)
NW elevation	16.2m	21.3m (+5.1m)

6.3.1 Given the scale of these changes, it is not considered that they will have any harmful impact on the overall scale, massing and appearance of Block B. It will remain a large building within a high density development and although its appearance will change when viewed from the south, this will remain acceptable. The overall character and appearance of the development will not change.

6.3.2 In respect of heritage assets, the changes are considered to be minor when viewed from the Nascot Conservation Area to the south of the railway lines. The changes will barely be visible from the north (Bedford Street and beyond). The listed former station building adjoins the southern boundary of the application site and still forms part of the overall development scheme (intended to accommodate the Popes Yard Brewery). Although the overall height of the 6 storey element closest to the listed building remains unchanged, the removal of the central section of the south-western elevation to accommodate the buffer zone will create an additional area of open space between Block B and the listed building, giving it a more spacious setting than previously approved. This will be a positive benefit to the setting of the listed building.

6.4 (b) Quality of residential accommodation

The amended flat layouts now proposed in Block B will maintain the level of outlook, natural light and privacy of the previously approved flats. All flats will provide a good quality of residential amenity for future occupiers.

6.5 (c) Housing mix and affordable housing provision

The housing mix within Block B has changed slightly although the number of residential units remains unchanged. The overall number of residential units within the development remains at 146. The table below compares the approved housing mix with the proposed housing mix:

Consented under 18/00542/FULM			Proposed under Section 73		
1 Bed	62	42%	1Bed	63	43%
2 Bed	68	47%	2 Bed	66	45%
3 Bed	16	11%	3 Bed	17	12%
Total	146	100%	Total	146	100%

The affordable housing mix also remains unchanged in respect of number of units, unit size and unit tenure:

	18/00542/FULM and proposed Section 73
Tenure	No. of units
Social rent	
1 bedroom	0
2 bedroom	3
3 bedroom	3
Total	6
Affordable Rent	
1 bedroom	4
2 bedroom	12
3 bedroom	6
Total	22
Shared Ownership	
1 bedroom	1
2 bedroom	3
3 bedroom	0
Total	4
Overall Total	32
Overall %	22%
Commuted sum	£0

6.6 (d) Impact on surrounding properties

The proposed changes to the design of Block B will not change the height of the 6 storey element. The 9 storey element also remains unchanged. The extension of the western elevation is towards Block A within the

development. As such, the proposed amendments to Block B will have no additional impacts on surrounding properties.

6.7 (e) Transport and parking

There are no changes to the accessibility of the site to public transport and local facilities or to car and cycle provision on the site as a result of the proposal.

6.8 (f) Other issues

The commercial unit on the ground floor of Block B has been reduced in floorspace from 368m² to 203m², principally due to the reduction in floorspace at mezzanine level (reduced from 201m² to 40m²). The ground floor remains largely unchanged.

6.8.1 Minor amendments to the approved landscaping strategy have been incorporated to accommodate the extension of the western elevation and ensure access to the manhole.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Hertfordshire County Council (Lead Local Flood Authority)	No objection.	Noted.
Hertfordshire County Council (Highway Authority)	No objection.	Noted.
Network Rail	No comments.	Noted.
Thames Water		
Crime Prevention Design Service	No comments.	Noted.
Thames Water	No comments received.	

7.2 Internal Consultees

Name of Internal Consultee	Comment	Officer Response
Arboricultural Officer	No comments.	Noted.
Housing	No comments received.	

Waste and recycling	No comments.	Noted.
Planning Policy	No comments received.	
Environmental Health	No comments.	Noted.

7.3 Representations received from interested parties

At the time of preparing this report, no replies had been received. Any replies will be reported to Committee.

8. Recommendation

That, pursuant to a planning obligation under section 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 the affordable housing units in Building C comprising 6 units for social rent (3 x 2 bed and 3 x 3 bed), 22 units for affordable rent (5 x 1 bed, 11 x 2 bed and 6 x 3 bed) and 4 units for intermediate tenures (1 x 1 bed and 3 x 2 bed).
- ii) To secure an agreement with a car-club operator to provide car clubs operating on the site for at least three years from the first occupation of the development. The agreement is to include free car club membership for 3 years for residents of the development and a £50 drive credit for each resident.
- iii) A financial contribution of £2,000 towards the amendment of the local Traffic Regulation Order in the streets to the south of the site, and also in Bedford Street, to exclude the residents of the development from entitlement to residents' permits to park in those Controlled Parking Zones.
- iv) A financial contribution of £45,000 towards 2 public consultations (one to be held during construction of the development and the other to be held after occupation of the development) into a proposal to introduce a new Controlled Parking Zone to the north of the site; and, in the event that the public response is favourable, towards the implementation of such a Controlled Parking Zone. In the event that the public responses are both negative the developer will be entitled to a 10% rebate.

- v) The provision of such fire hydrants as may be required by Hertfordshire Fire Service to serve the proposed development.
- vi) A financial contribution towards the planting of street trees outside the site on St Albans Road, subject to the agreement of Hertfordshire County Council (the Highway Authority) and subject to the locations not conflicting with immovable subterranean services. The contribution to be £1,000 per tree, up to a maximum of £4,000 in total.
- vii) A financial contribution of £10,000 towards the installation of LED lighting in the neighbouring public pedestrian underpass beneath St Albans Road, to improve public safety and amenity.
- viii) A financial contribution of £6,000 to Hertfordshire County Council for monitoring of the Travel Plan for the site.

Conditions

1. The development to which this permission relates shall be begun before 4th July 2021.

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 and planning permission ref. 18/00542/FULM.

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

Drawing L/S/001/17157/PGA01 PL02 by BBUK
 Drawing L/S/002/17157/PGA02 PL01 by BBUK
 Drawing L/S/003/17157/PH03 PL02 by BBUK
 Drawing L/S/004/17157/PH04 PL01 by BBUK
 Drawing L/S/005/17157/PP05 PL02 by BBUK
 Drawing L/S/006/17157/PP06 PL01 by BBUK
 Drawing L/S/007/17157/PTR07 PL01 by BBUK
 Drawing L/DE/401/17157/D01 PL01 by BBUK
 Landscape Statement L/RPT/17157/LS PL01 by BBUK
 Drawing 1624-LS-S-XX-DR-A-000-P1 by Lynas Smith
 Drawing 1624-LS-S-XX-DR-A-001-P2 by Lynas Smith
 Drawing 1624-LS-S-LG-DR-A-1100-P3 by Lynas Smith
 Drawing 1624-LS-S-00-DR-A-1100-P3 by Lynas Smith

Drawing 1624-LS-S-05-DR-A-1100-P3 by Lynas Smith
Drawing 1624-LS-S-10-DR-A-1100-P3 by Lynas Smith
Drawing 1624-LS-S-20-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-30-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-40-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-50-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-60-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-70-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-80-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-90-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-100-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-RP-DR-A-1100-P2 by Lynas Smith
Drawing 1624-LS-S-XX-DR-A-1200-P1 by Lynas Smith
Drawing 1624-LS-S-XX-DR-A-1201-P1 by Lynas Smith
Drawing 1624-LS-S-XX-DR-A-1202-P1 by Lynas Smith
Drawing 1624-LS-S-XX-DR-A-1300-P2 by Lynas Smith
Drawing 1624-LS-S-XX-DR-A-1301-P2 by Lynas Smith
Drawing 1624-LS-S-XX-DR-A-1302-P2 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1500-P2 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1501-P2 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1502-P1 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1503-P1 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1504-P1 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1505-P1 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1506-P1 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1500-P3 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1501-P3 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1502-P2 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1503-P2 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1504-P2 by Lynas Smith
Drawing 1624-LS-C-XX-DR-A-1500-P1 by Lynas Smith
Drawing 1624-LS-C-XX-DR-A-1501-P1 by Lynas Smith
Drawing 1624-LS-C-XX-DR-A-1502-P1 by Lynas Smith
Drawing 1624-LS-D-XX-DR-A-1500-P1 by Lynas Smith
Drawing 1624-LS-D-XX-DR-A-1501-P1 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1800-P1 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1801-P1 by Lynas Smith
Drawing 1624-LS-A-XX-DR-A-1802-P1 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1800-P2 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1801-P2 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1802-P2 by Lynas Smith
Drawing 1624-LS-B-XX-DR-A-1803-P2 by Lynas Smith
Drawing 1624-LS-C-XX-DR-A-1800-P1 by Lynas Smith

Drawing 1624-LS-C-XX-DR-A-1801-P1 by Lynas Smith
Drawing 1624-LS-D-XX-DR-A-1800-P1 by Lynas Smith
Schedule 1624-LS-S-XX-SH-A-501-P2 by Lynas Smith
Schedule 1624-LS-S-XX-SH-A-504-P1 by Lynas Smith
Schedule 1624-LS-S-XX-SH-A-505-P1 by Lynas Smith
Schedule 1624-LS-S-XX-SH-A-506-P1 by Lynas Smith

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

3. No development shall commence (unless such other date or stage in development as may be agreed in writing with the Local Planning Authority), until the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - i) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings and service lines and pipes, adjoining land, ground waters and surface waters, and ecological systems.
 - iii) The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require

the express consent of the local Planning Authority. The scheme shall be implemented as approved.

The above must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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

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

5. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 3, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority in accordance with Condition 4.
6. The development permitted by this planning permission shall be carried out in accordance with the approved Drainage Strategy and SuDS Statement (Job Number 2170485, Revision P4, dated 27/04/2018)

prepared by Elliottwood, and the following mitigation measures detailed within the drainage strategy:

- i) 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.
- ii) Implementing appropriate drainage strategy based on attenuation and discharge into Thames Water surface water sewer including SuDS features as indicated on drawing No. 2170485-EW-00-L00-DR-C-1002 Rev.P3 – Proposed Below Ground Drainage Strategy – Northern Site, drawing No. 2170485-EW-00-L00-DR-C-1000 Rev.P5 – Proposed Below Ground Drainage Strategy – Main Site Sheet 1 of 2 and No. 2170485-EW-00-L00-DR-C-1001 Rev.P3 – Proposed Below Ground Drainage Strategy – Main Site Sheet 2 of 2.
- iii) Limiting surface water discharge off the site at a maximum allowable rate of 5.0 l/s for the 1 in 100 year plus 40% for climate change event.

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.

7. No development shall take place above the level of the damp-courses until the final design of the drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- i) Detailed engineered drawings of the proposed SuDS features including their, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling.

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

8. No construction work shall take place above the level of the damp-course until full details of the external materials, together with detailed 1:20 vignette drawings of the full height elevation and sections of part

of each of the main elevations, for the new buildings shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that high quality materials are used, which are sympathetic to the character of the Nascot Conservation Area in which the site is located, pursuant to Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

9. No construction work shall take place above the level of the damp-course until a noise mitigation scheme for each of the residential dwellings, based upon the recommendations of the Noise Exposure Assessment (Report 12653-NEA-01 RevB dated 20 April 2018) by Clement Acoustics, has been submitted to and approved by the Local Planning Authority. The scheme shall include the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades, acoustic ventilators and mechanical ventilation systems. An updated noise assessment shall be submitted to demonstrate that the proposed measures achieve the required internal noise levels. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 for the future occupiers of the dwellings.

10. No occupation of any dwelling or commercial unit forming part of the development shall take place (unless otherwise agreed in writing by the Local Planning Authority as part of a phasing of the development) until the existing vehicular access on St Albans Road has been upgraded, and all other pedestrian accesses in to the development site have been provided, as indicated in principle on the approved drawings.

Reason: To ensure safe and convenient access into the site for vehicles, cyclists and pedestrians in the interests of public safety.

11. No part of the development shall be occupied until a detailed Travel Plan for the development, based upon the Hertfordshire County Council document 'Hertfordshire Green Travel Plan Guidance', has been submitted to and approved in writing by the Local Planning. The approved plan shall be implemented as approved at all times, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment, in accordance with Policy T3 of the Watford Local Plan Core Strategy 2006-31.

12. No dwelling shall be occupied until a detailed landscaping scheme for all the land within the site (based upon the Landscape Statement by BBUK Landscape Architecture) has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the roof garden on Building B and the children's play-space with its equipment. The approved landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Thereafter the landscaping and the children's play space shall be retained. 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 such other details as shall have been approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity of the site, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31, and to ensure that residents of the new dwellings will have the use of suitable space for outdoor recreation.

13. The development shall not be occupied until the proposed car parking spaces (including those which are to serve car club vehicles) and the bicycle storage spaces (sufficient for a minimum of 146 cycles) have been provided as shown on the approved drawings. The 4 surface level parking spaces and at least 6 of the basement car parking spaces shall be reserved specifically for electrically powered car club vehicles, and they shall be equipped with active charging posts. Of the approved car parking spaces, at least 2 shall be reserved for the vehicles of residents or staff of the development who are registered disabled. No parking spaces shall be installed other than those that are shown on the approved plans, unless approved in writing by the Local Planning Authority.

Reason: The development is essentially car-free and to ensure residents have access to environmentally friendly vehicles for personal use and to encourage cycling as a sustainable mode of travel. The provision of additional parking spaces is likely to compromise the quality of the open spaces within the development.

14. The development shall not be occupied until the refuse stores to serve the development have been provided as shown on the approved drawings.

Reason: To ensure that adequate facilities are provided for the hygienic storage of waste, and that no harm will be caused to the visual amenity of the site, pursuant to saved Policy SE7 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

15. The development shall not be occupied until a dedicated office has been provided on the ground floor of Block B, as shown on the approved plans, or in such other location as has been agreed in writing by the Local Planning Authority, for a concierge service. No dwelling shall be occupied until the concierge service has been provided. The concierge service shall be retained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the orderly management of the development, to deter and prevent antisocial behaviour, crime, noise nuisance, and inappropriate parking; for the proper storage and collection of refuse, receipt of deliveries on behalf of residents, and management of the two car clubs that are to be operated within the site.

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

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

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

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

18. The ground floor commercial unit shall only be used for purposes within Classes A1, A2, B1(a), D1 and D2 of the Town and Country Planning

(Use Classes) Order 1987 (as amended) and for no other purposes, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the functioning and appearance of the site and the amenities of residents within the development.

19. All plant and equipment shall only be sited within the designated plant rooms shown on the approved drawings. No plant or equipment shall be installed externally within the site or on the external facades of the buildings unless details have been submitted to and approved in writing by the Local Planning Authority. Details to be submitted for approval shall include siting, size, appearance and technical specifications relating to noise.

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

Informatives

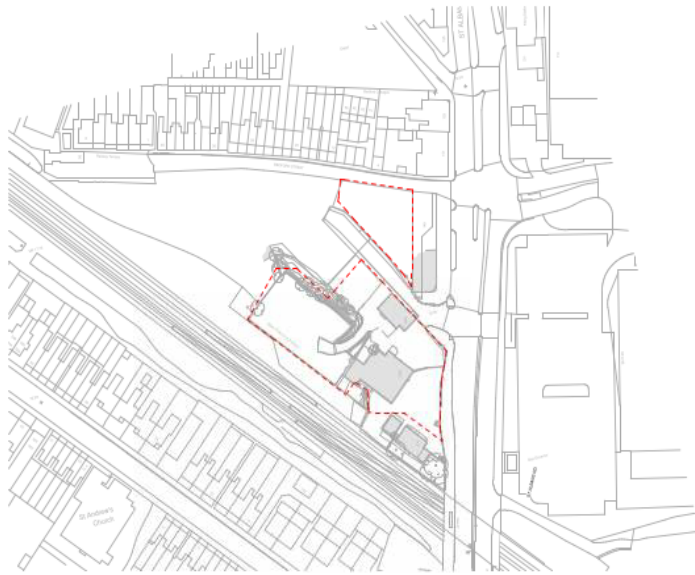
1. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision. To find more information and for advice as to whether a Building Regulations application will be required please visit www.watfordbuildingcontrol.com.
3. This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A


free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc_Act_1996_-_Explanatory_Booklet.pdf

4. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and 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
5. This planning permission is accompanied by a planning obligation in the form of a Section 106 agreement, which is binding upon the owners and their successors in title.
6. The applicants are reminded that works affecting the public highway, including any alterations to the existing vehicular access to the site, will require a separate agreement with Hertfordshire County Council (the Highway Authority) under Section 278 of the Highways Act 1980.
7. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures <https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

8. The developer is advised to meet the standards of the Secured By Design scheme, which can reduce levels of burglary and other crime in new developments. Further information is available from Hertfordshire Constabulary's Crime Prevention Design Service.



1624-LS-S-XX-DR-A-000	P1 ISSUED FOR PLANNING 23/10/2019	149a, 149b and land to the rear of 149, St Albans Road, Watford WD24 5BB Location Plan	1 : 1250 @A3 1624-LS-S-XX-DR-A-000	
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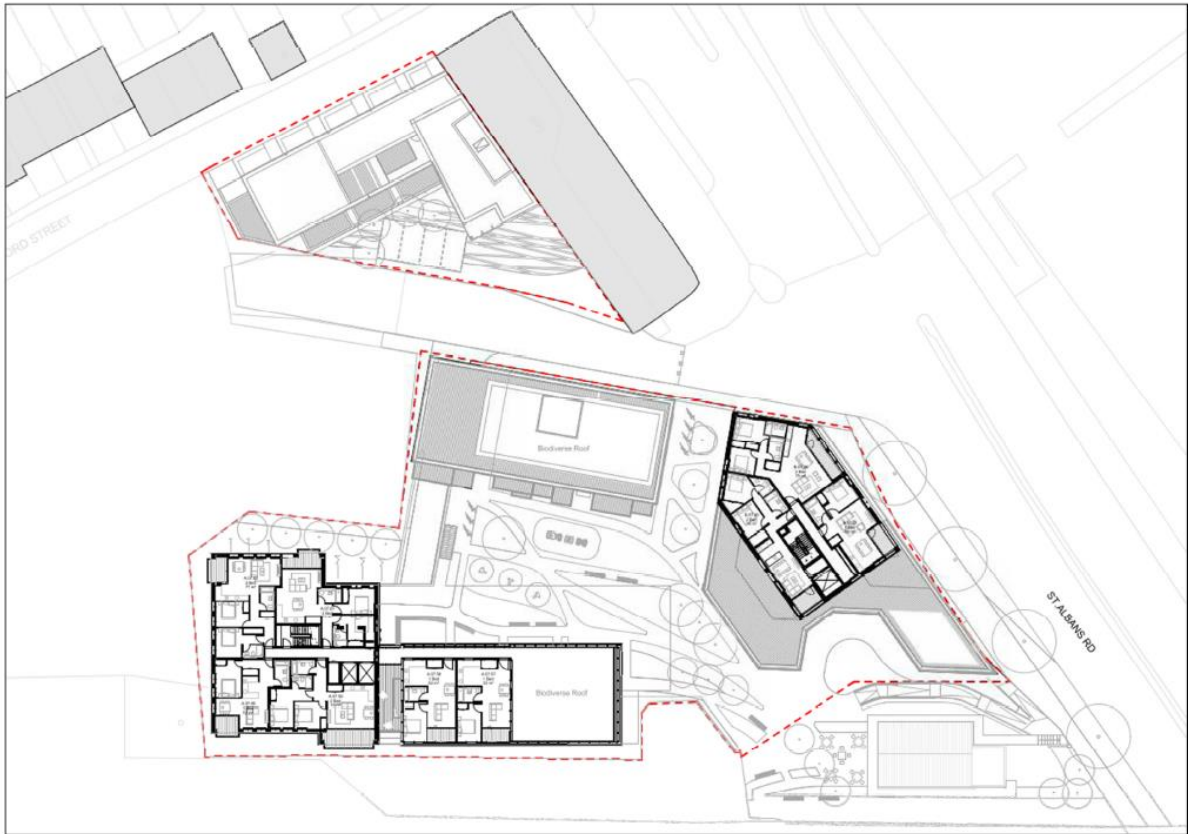
1 - Site layout plan



2 - First floor plan



3 - Seventh floor plan



4 - Upper floor plans - Block B



5 - South elevation and section

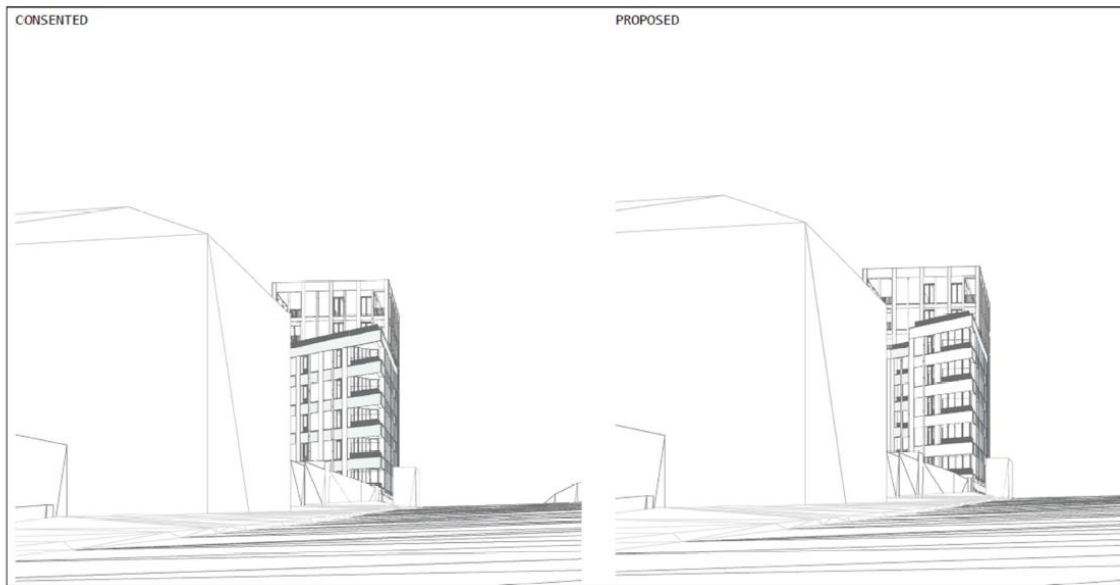


South elevation and section

6 - Landscape masterplan



7 - Street view from south



Street view from south (St Albans Road)

8 - Perspective view Block B



Committee date	5th September 2018
Application reference	18/00338/FULM
Site address	Blueprint Commercial Centre Imperial Way
Proposal	Demolition of existing B1 (Business) and B2 (General industrial) buildings and erection of replacement development comprising two new B1 (b) (Research and Development) and (c) (Industrial Process), B2 (General Industrial) and B8 (Storage and Distribution) buildings with re-positioned access, parking and turning facilities.
Applicant	CHS Property Investments Ltd
Agent	MJB Architecture Ltd
Target decision date (Agreed Extension)	7th September 2018
Statutory publicity	Adjoining properties consulted 16th March 2018. Site notice posted 23rd March 2018. Press Advert published 30th March 2018.
Case officer	Chris Osgathorp chris.osgathorp@watford.gov.uk
Ward	Tudor

1. Recommendation

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

2. Site and Surroundings

2.1 The application site is located within the designated Imperial Way/Colonial Way Employment Area, as shown on the Proposals Map of the Watford District Plan 2000 (WDP2000). "Saved" Policy E1 of the WDP2000 states that proposals for research and development (Use Class B1b), light industry (Use Class B1c), general industry (Use Class B2) and storage and distribution (Use Class B8) would be acceptable in principle in the Employment Area.

2.2 The area consists of industrial buildings of varying scale that are predominantly used within the B1, B2 and B8 uses classes. Planning permission was granted in 2016 (ref: 15/01283/FULM) at a nearby site at HD House Imperial Way for the demolition of an existing two storey office and erection of a new 5 storey office building. There is a varied building line where some buildings are set back from the road while others are sited close to the front boundary. Buildings generally have flat or pitched roof forms and a variety of external materials are used.

2.3 The application site measures approximately 0.42 hectares in area. It consists of various industrial buildings that are used for B1 and B2 Class Uses. A two

storey office building is sited adjacent to the boundary with Imperial Way and there are single storey buildings to the rear. The buildings were constructed in the mid 20th Century and have reached the end of their serviceable life. The site is served by a vehicular crossover onto Imperial Way. There are some marked parking bays on site, however parking is generally informal. There are a fairly large number of cars stored on the site due to some of the units being occupied by a vehicle repair and servicing business. Most of the site is covered in hard-surfacing, however there is a row of conifer trees adjacent to the southern boundary which is not protected by a tree preservation order.

- 2.4 The application site is not located in a designated conservation area and no buildings are listed.
- 2.5 The application site is located within Ground Source Protection Zone 1, as shown on the Environment Agency's online mapping.

Further information, including the site plan and drawings, is available in the appendices to the report and on our [website](#).

3. Summary of the proposal

3.1 Proposal

The application proposes demolition of the existing B1 and B2 buildings and erection of two new buildings (Blocks A and B) to provide 1909sqm (gross internal area) of floorspace for B1(b) and (c), B2 and B8 uses with a new vehicular crossover and a formal parking arrangement. Block A would provide 3 units and Block B would provide 2 units. The units would be served by double height roller shutters for loading. The buildings are designed with pitched roofs, including rooflights, and the external walls would be clad in Kingspan cladding panels.

- 3.2 The proposed buildings are warehouses and the floor space is at ground floor level only.
- 3.3 40 on-site parking spaces would be provided, including 4 disabled bays. Loading bays would be provided to the front of the roller shutters. Refuse and cycle storage would be sited adjacent to the eastern side boundary.

3.4 Conclusion

The existing buildings were constructed in the mid 20th Century and have reached the end of their serviceable life. The existing site has an incoherent layout and there are a large number of cars parked informally around the site. The proposed Class B1(b) & (c), B2 and B8 buildings would provide modern

employment floorspace and would improve the access and parking arrangements within the site. Furthermore, the scale and design of the proposed buildings are considered to be acceptable. There are considered to be no adverse effects that outweigh the benefits of the proposal, therefore it is recommended that the application should be approved subject to conditions.

4. Relevant Policies

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

5. Relevant site history/background information

- 5.1 There is no planning history of relevance to the current application.

6. Main considerations

- 6.1 The main issues to be considered in the determination of this application are:
- (a) Principle of use.
 - (b) Design and layout.
 - (c) Access, parking and traffic generation
 - (d) Impact on neighbouring properties
 - (e) Environmental matters.

- 6.2 (a) Principle of use

The application site is located in the Imperial Way/Colonial Way Employment Area – indicated as Employment Area E3 on the Proposals Map of the Watford District Plan 2000. "Saved" Policy E1 of the WDP2000 states that proposals for research and development (Use Class B1b), light industry (Use Class B1c), general industry (Use Class B2) and storage and distribution (Use Class B8) would be acceptable in principle in identified Employment Areas 1 – 6.

- 6.2.1 Policy SS1 of the Watford Local Plan Core Strategy 2006-31 states that an increase of at least 7,000 jobs is planned. Employment opportunities will be focused on locations including allocated employment areas and improvements to allocated employment areas will be encouraged to meet modern business needs.

- 6.2.2 The existing buildings were constructed in the mid 20th Century and have reached the end of their serviceable life. The existing site has an incoherent

layout and there are a large number of cars parked informally around the site. The proposed Class B1(b)(c), B2 and B8 buildings would provide modern employment floorspace and would improve the access and parking arrangements within the site. The proposal is therefore considered to be acceptable in principle.

6.3 (b) Design and layout

The scale of the proposed buildings would be in keeping with the area. The scheme would provide a functional layout and the design and appearance of the proposed buildings is considered to be acceptable in context of the site's industrial setting.

6.4 (c) Access, parking and traffic generation

6.4.1 i) Access

The existing vehicular access would be closed up and a new vehicular crossover would be constructed further to the north. The Highway Authority has stated that the new access would have no impact upon visibility splays, traffic movement or pedestrian safety. They state that improvements to the geometry of the access will facilitate safer and more convenient vehicular access to the site compared to the current arrangement. There would be sufficient manoeuvring space within the site for lorries and cars to turn safely.

6.4.2 ii) *Traffic generation*

The Highway Authority has stated that the proposed development would not cause a material increase in traffic generation from the site, therefore there would be no adverse effect on the operation of the local highway network.

6.4.3 iii) *Parking*

The application proposes 40 on-site parking spaces, which equates to a parking ratio of 1 space per 50sqm. Appendix 2 of the WDP2000 states that the Maximum Parking Standard for a mixed B1,B2, B8 use (where individual land components are unknown) is 1 space per 40sqm. A parking ratio of 1 space per 50sqm is considered to be acceptable for mixed B1(b), B1(c), B2 and B8 uses. The traffic and parking generation associated with the proposed uses is less than B1(a) offices would have generated.

The warehouse design of the buildings is unlikely to be suitable for offices and the agent has agreed to a condition that restricts use of the proposed buildings to B1(b), B1(c), B2 and B8 uses. Small offices that are ancillary to the primary use would be permissible.

6.5 (d) impact on neighbouring properties

There are no residential properties close to the application site, therefore the

proposal would cause no loss of residential amenity. Furthermore, the proposal would not cause an unreasonable loss of light or outlook to adjacent business uses.

6.6 (e) Environmental matters

6.6.1 *i) Land contamination*

There is a high risk of contamination at the site due to previous land uses. Controlled waters are sensitive at the site because it is located in Source Protection Zone 1 and is located upon a principal aquifer. The Environment Agency has stated that the submitted Ground Investigation Report shows that it will be possible to suitably manage the risk posed to controlled waters by the development and have requested a number of conditions relating to the submission of a remediation strategy and monitoring.

6.6.2 *ii) Ecology*

Hardsurfacing covers most of the site, therefore it is of no ecological value. Given the industrial use of the buildings it is unlikely that they provide habitats for protected species.

6.6.3 *iii) Surface water drainage strategy*

The applicant has provided sufficient detail to demonstrate that there is a feasible drainage scheme for the site and the most appropriate sustainable drainage methods have been explored. The proposed scheme includes the introduction of permeable paving wrapped in an impermeable flexible membrane which would pass through an oil/petrol interceptor and discharge into a soakaway. The soakaway is designed for the 1 in 100 year event plus 40% for climate change. This has been approved by the County Council as the Lead Local Flood Authority. A condition requiring the submission of a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles should be attached to any grant of planning permission.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Hertfordshire County Council (Highway Authority)	No objection.	Noted.
Hertfordshire County	No objection subject to	Noted.

Council (Lead Local Flood Authority)	conditions.	
Hertfordshire County Council (Ecology)	No response.	
Hertfordshire County Council (Waste and Minerals)	No response.	
Hertfordshire County Council (Development Services)	A Section 106 agreement is sought to ensure that fire hydrants are provided to serve the proposed buildings.	This is not considered to be necessary given that there are existing buildings on site and the proposed buildings are adjacent to the main road.
Thames Water	No response.	
Environment Agency	No objection subject to conditions	Noted.

7.2 Internal Consultees

Name of Internal Consultee	Comment	Officer Response
Arboricultural Officer	The proposals will not require the loss of any trees. Two groups of off-site conifers are shown to be trimmed back where they over hang the site. Providing this is carried out sympathetically and within the guidelines set out in BS3998 (Tree work) no significant harm should occur to the trees.	Noted.
Contaminated Land Officer	The proposed development site has been previously developed. The Council's historical maps indicate that the site	Noted.

	<p>has previously been occupied by a works, an explosives factory and various works (1958 to 1964).</p> <p>Based on this, the standard Land Quality Condition is required on this and any subsequent applications for the site.</p>	
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7.3 Representations received from interested parties

No representations have been received.

8. 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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and any subsequent legislation that amends or supersedes this Order, the floorspace hereby approved shall only be used for purposes within Classes B1(b), B1(c), B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) as shown on the approved plans, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To accord with the employment designation of the land and the details of the submitted application.

3. All the external surfaces of the development shall be finished in the materials shown on the approved plans. Details of any alternative materials shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the development shall only be carried out in accordance with any

alternative details approved by this Condition.

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

4. The development hereby approved shall not be occupied until the new vehicular access and on-site car parking spaces and manoeuvring areas have been constructed and laid out in accordance with drawing No. 2617/P6 Rev A (or any subsequent drawing submitted to and approved in writing by the Local Planning Authority). The vehicular access and on-site car parking spaces and manoeuvring areas shall be retained at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure that sufficient on-site parking spaces are provided.

5. The development hereby approved shall not be occupied until the existing vehicular access from Imperial Way has been stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, levels and detail as the adjoining footway, verge and highway boundary.

Reason: In the interests of pedestrian safety.

6. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Surface Water Drainage Strategy & Sustainable Drainage Management and Maintenance Plan prepared by Monson Engineering job number 8675V, issue B, dated 3rd August 2018:
 1. Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off during the 1 in 100 year event plus 40% of climate change event.
 2. Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year plus 40% for climate change event providing storage volume in permeable paving and underground aquacell feature.
 3. Discharge of surface water from the private network into the ground.

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.

7. No above ground construction may commence until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The 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 cross section drawings, 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.

8. The development hereby approved shall not be occupied until refuse, recycling and cycle storage has been provided in accordance with the approved plans. The storage facilities shall be retained at all times thereafter.

Reason: In the interests of the visual appearance of the site and to ensure satisfactory provision for on-site cycle storage facilities.

9. No development approved by this planning permission (excluding demolition works down to slab level to facilitate further intrusive site investigation), shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been

submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors; and
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) 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.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

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

10. Prior to any part of the development hereby approved being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have

been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

11. No development shall commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures.

12. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site. No investigation can completely characterise a site. In this case it is understood that a number of industrial units are currently occupied and it has not been possible to access these areas for investigation.

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

Reason: To protect the water environment, including groundwater, in accordance with saved Policy SE24 of the Watford District Plan 2000.

14. No piling or any other foundation designs using penetrative methods shall be carried out 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. The piling method statement must also demonstrate that there will be no resultant unacceptable risk to groundwater. Any piling must be undertaken in accordance with the approved piling method statement.

Reason: To protect the water environment, including groundwater, and any underground sewerage infrastructure, in accordance with saved Policy SE24 of the Watford District Plan 2000.

15. The building hereby approved shall not be occupied until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes has been submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of the building.

Reason: To ensure that redundant boreholes are safe and secure and do not cause groundwater pollution or loss of water supplies.

16. The development shall be carried out in accordance with the following drawings, unless otherwise approved in writing by the Local Planning Authority. The following drawings are hereby approved: 2617/P1; 2617/P2; 2617/P4; 2617/P5; 2617/P6 Rev A; 2617/P7; 2617/P8; 2617/P9; 2617/P10; 2617/P11; 2617/P12; and 2617/P13.

Reason: For the avoidance of doubt as to what has been permitted and in the interests of proper planning.

Informatives

1. 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.
2. This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision.

To find out more information and for advice as to whether a Building Regulations application will be required please visit www.watfordbuildingcontrol.com.

3. This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc_Act_1996_-_Explanatory_Booklet.pdf
4. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and 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

5. Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.
6. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> by telephoning 0300 1234047.
7. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website

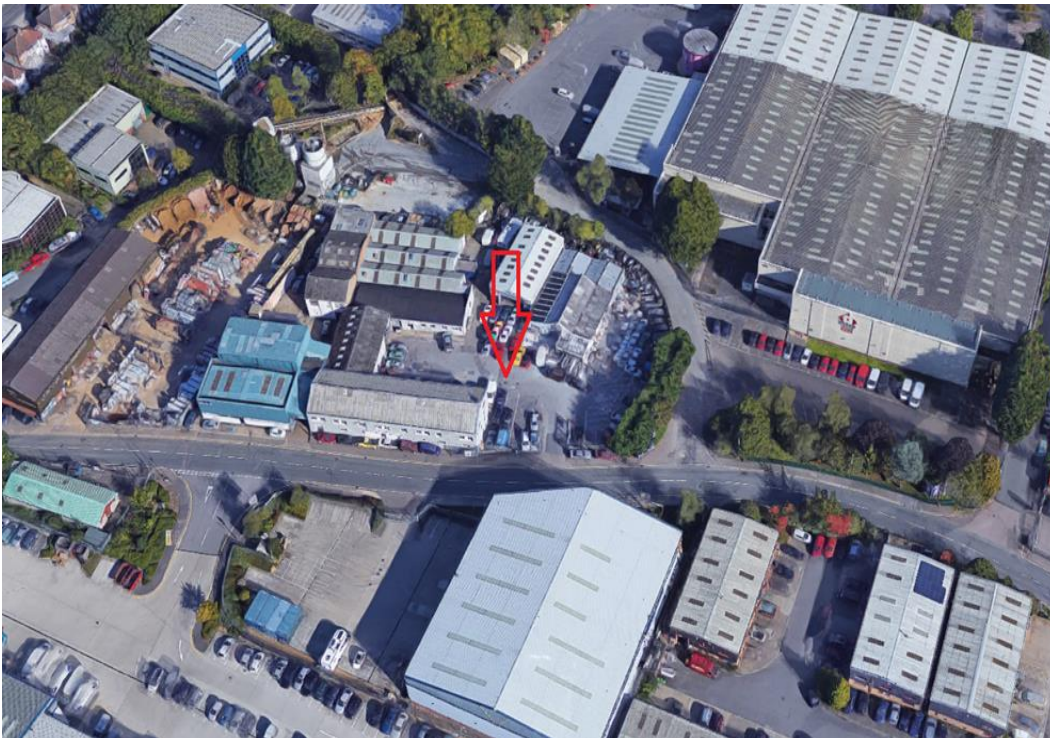
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

8. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

9. The planning officer's full report gives more detail than is to be found in the Decision Notice. The full report can be obtained from the Council's website www.watford.gov.uk/planning or on request from the Regeneration and Development Department.



1 - Aerial view of site



2 - Street view



5 - Proposed elevations Block B

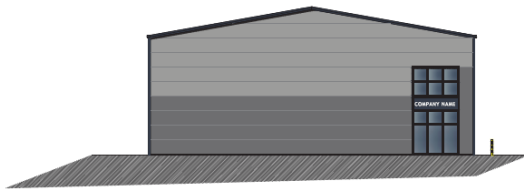


NORTH (FRONT) ELEVATION - UNITS B1-B2

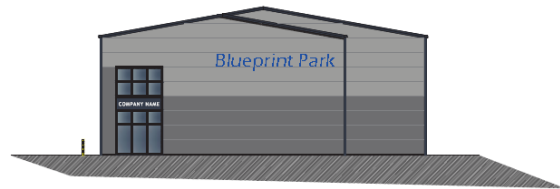
ITEM #	PROJECT	DESCRIPTION
1	BluePrint Park	Unit B1
2	BluePrint Park	Unit B2
3	BluePrint Park	Unit B3
4	BluePrint Park	Unit B4
5	BluePrint Park	Unit B5
6	BluePrint Park	Unit B6
7	BluePrint Park	Unit B7
8	BluePrint Park	Unit B8
9	BluePrint Park	Unit B9
10	BluePrint Park	Unit B10



SOUTH (REAR) ELEVATION - UNITS B1-B2



EAST SIDE ELEVATION - UNIT B2



WEST SIDE ELEVATION - UNIT B1

100' 0" = 1:100	100' 0" = 1:100	100' 0" = 1:100	100' 0" = 1:100
DATE: 10/15/2024	DATE: 10/15/2024	DATE: 10/15/2024	DATE: 10/15/2024
BY: [Name]	BY: [Name]	BY: [Name]	BY: [Name]
CHECKED: [Name]	CHECKED: [Name]	CHECKED: [Name]	CHECKED: [Name]
APP: [Name]	APP: [Name]	APP: [Name]	APP: [Name]

100' 0" = 1:100	100' 0" = 1:100	100' 0" = 1:100	100' 0" = 1:100
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CHECKED: [Name]	CHECKED: [Name]	CHECKED: [Name]	CHECKED: [Name]
APP: [Name]	APP: [Name]	APP: [Name]	APP: [Name]

7 - Proposed street elevation



STREET SCENE FROM IMPERIAL WAY LOOKING EAST

100' 0" = 1:100	100' 0" = 1:100	100' 0" = 1:100	100' 0" = 1:100
DATE: 10/15/2024	DATE: 10/15/2024	DATE: 10/15/2024	DATE: 10/15/2024
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100' 0" = 1:100	100' 0" = 1:100	100' 0" = 1:100	100' 0" = 1:100
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