



**WATFORD  
BOROUGH  
COUNCIL**

# **DEVELOPMENT MANAGEMENT COMMITTEE**

**18 May 2021**

**7.00 pm**

**Town Hall**

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# Committee Membership

Councillor P Jeffree (Chair)

Councillor S Johnson (Vice-Chair)

Councillors N Bell, A Grimston, J Pattinson, R Smith, M Watkin and T Williams

## Agenda

### Part A – Open to the Public

#### 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.

#### 1. Apologies for absence

#### 2. Disclosure of interests

#### 3. Minutes

The [minutes](#) of the meeting held on 14 April 2021 to be submitted and signed. Additionally all the minutes from previous virtual meetings which have been approved, to be signed.

#### 4. 21/00303/FUL - Land to the rear of 4-6 Lower Paddock Road, Watford, WD19 4DS (Pages 5 - 27)

#### 5. 21/00076/FULM - 250 Lower High Street, Watford, WD17 2DB (This item has now been withdrawn at the request of the applicant) (Pages 28 - 44)

#### 6. 21/00304/FUL - Land at Lych Gate, Watford, WD25 0LS (Pages 45 - 64)

## **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 February 2019) 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.

<b>Committee Date</b>	Tuesday 18 May 2021
<b>Application Reference</b>	21/00303/FUL
<b>Site Address</b>	Land to the rear of 4-6 Lower Paddock Road, Watford, WD19 4DS
<b>Proposal</b>	Erection of four new dwellinghouses
<b>Applicant</b>	Mr Sean Sharkey
<b>Agent</b>	As above
<b>Type of Application</b>	Full Planning Permission
<b>Reason for Committee Item</b>	Number of received objections
<b>Target Decision Date</b>	Friday 21 May 2021 (extended by agreement)
<b>Statutory Publicity</b>	Neighbour letters, Site Notice, Press Notice in Watford Observer
<b>Case Officer</b>	Helen Harris; helen.harris@watford.gov.uk
<b>Ward</b>	Oxhey

## 1. Recommendation

- 1.1 That planning permission be granted, subject to conditions as set out in Section 8 of this report.

## 2. Site and Surroundings

- 2.1 The application site is located on the northern side of Lower Paddock Road, to the east of the junction with Villiers Road. The site is a backland site and comprises of the large rear gardens of 4-6 Lower Paddock Road, a pair of semi-detached houses fronting Lower Paddock Road. The western boundary abuts the rear gardens of those properties in Villiers Road, the northern boundary abuts the rear gardens of properties in Warneford Place and the eastern boundary adjoins Keyser Hall.
- 2.2 Nos. 4-6 Lower Paddock Road are not statutory or locally listed but the site is located within the Oxhey Conservation Area.

## 3. Summary of the Proposal

### 3.1 Proposal

- 3.2 Full planning permission is sought for the construction of four, three-storey terraced dwellinghouses, each with three bedrooms, together with associated refuse/recycling store and cycle store and a total of 12no. car parking spaces.

- 3.3 A previous proposal to construct three, three-storey, three-bedroom dwellinghouses was granted planning permission in February 2018 (reference: 17/01686/FUL).
- 3.4 The design follows a traditional approach incorporating full pitched roofs with gable ends to the front and rear. The design maintains a contemporary feel but is reflective of the properties in the surrounding area. The proposed materials remain unchanged from the previous permission utilising buff multi brick, natural slate roof tiles, grey aluminium windows and timber entrance doors.
- 3.5 The proposed layout of each dwelling is such that the ground floor would comprise of a living room, WC, utility area and kitchen/dining room, the first floor would comprise of two double-sized bedrooms, study, family bathroom, and separate shower room and the second floor would comprise a further double-sized bedroom, bathroom and storage.
- 3.6 A total of 12no. car parking spaces are shown accessed via Lower Paddock Road. 2no. spaces are proposed to serve each of the four dwellinghouses, and a further 2no. spaces are provided for each of No's 4 and 6 Lower Paddock Road. Additional landscaping is also proposed to the front of each dwelling in the form of small front garden areas, rear gardens as well as a further communal garden area retaining existing trees on site with additional shrubs and planting to the boundaries of the site.
- 3.7 Each dwelling is shown to have a private rear garden, ranging between 65sqm to 69sqm in total area. An area of communal garden space of approximately 108sqm is also provided to the northern end of the site, which is proposed to be enclosed with close-boarded timber fencing with gated access for residents' use.
- 3.8 **Conclusion**
- 3.9 The existing houses at No's 4-6 Lower Paddock Road are to be retained as part of the planning application and will continue to make a positive contribution to the streetscene and the character and appearance of the Conservation Area. The proposed new dwellings will have limited visibility from Lower Paddock Road.
- 3.10 The proposed scheme utilises the same built footprint, residential floorspace and ridge height as the previously consented scheme. The proposals seek 1no. additional dwelling to create 4no. terraced dwellinghouses. The proposals are considered to make an efficient use of the site, contributing to the supply of residential accommodation in the Borough.

- 3.11 The proposed four dwellinghouses sit comfortably within the site, without giving rise to any significant or unacceptable loss of amenity to the surrounding properties, in accordance with the Development Plan. The dwellings would provide high-quality, good-sized accommodation and amenity areas in accordance with space standards. On-site parking using the existing vehicle access is acceptable to the Highway Authority.

#### **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 is determined. Specific policy considerations with regard to this particular application are detailed in Section 6, below.

#### **5 Relevant Site History / Background Information**

- 5.1 17/01686/FUL - Erection of three dwellings with access, parking and landscaping and associated works to properties at 4-6 Lower Paddock Road. Planning permission was granted on 1 February 2018, following Committee. This permission was implemented with conditions discharged in relation to bat dusk emergence/dawn re-entry survey, hard and soft landscaping, tree protection measures and external materials.
- 5.2 17/00721/FUL – Erection of 3no. dwellings with access, parking, landscaping and associated works. Planning permission was refused on 6 September 2017 by the Committee for the following reason:

*By reason of the height, bulk and design of the proposed new houses, the development will fail to conserve or enhance the character and appearance of the Oxhey Conservation Area and will have an unacceptably harmful effect on the surrounding area. As such, it is contrary to saved Policies U18 and U19 of the Watford District Plan 2000 and Policies SS1, UD1 and UD2 of the Watford Local Plan Core Strategy 2006-2031 and requirements in the National Planning Policy Framework for good design.*

- 5.3 The agent sought pre-application advice from Watford Borough Council in 2019 for proposals to redevelop the site to provide 4no. dwellings. A written response was provided to the agent on 26 April 2019.

## 6 Main Considerations

- 6.1 The main issues to be considered in the determination of this application are:
- (a) Principle of Development;
  - (b) Scale and Design;
  - (c) Impact upon Conservation Area;
  - (d) Proposed Layout and Quality of Living Accommodation (including Amenity Space);
  - (e) Impact upon Neighbouring Residential Amenity;
  - (f) Highways, Refuse & Recycling Provision; and
  - (g) Trees and Landscaping
- 6.2 (a) Principle of Development
- 6.3 Section 11 of the NPPF establishes the requirement to make effective use of land. Paragraph 117 establishes that “Planning policies and decisions should promote 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”. Paragraph 118 (d) states that “Planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively”.
- 6.4 The application proposals would provide for four, three-bedroom dwellings on a plot of underutilised, former garden land. Policy HS2 of the Core Strategy gives guidance on the mix of housing units sought across the borough in order to provide for the needs of the whole community. Policy SS1 acknowledges that in suburban areas a significant provision should be made for family sized units. Given the location of the site within an established suburban area, the majority of the units should be 2 bed or larger. The proposal would provide family-sized dwellings which are considered to comply with Policy HS2 of the Core Strategy which encourages family-sized accommodation.
- 6.5 Sustainable development underpins planning policy from a local to national level, which includes the creation of residential accommodation and it is considered that the proposed development would align with, and support, these policy objectives.

6.6 (b) Scale and Design

6.7 The proposed new dwellings are set over three storeys with a traditional, pitched roof with front and rear gable ends. The design of the proposed dwellings is traditional, with limited detailing and retains a contemporary feel, in that it does not seek, for example, to use Victorian style sash windows or incorporate traditional bay windows or brick detailing. It is proposed to use materials that will reflect the existing houses and the wider conservation area, in particular, a buff multi stock brick and natural slate roof tiles. The positioning, scale and design reflect the wider character of the Conservation Area and would sit comfortably within the plot. The proposed houses will sit comfortably behind the existing houses and will not appear visually dominant when viewed from Lower Paddock Road. Appropriate materials and design details will be secured by way of condition.

6.8 The scale of the proposed 4no. 3-bedroom terrace dwellings would also be in keeping with the general scale of neighbouring dwellings within the residential area. The proposed dwellings would occupy the same built footprint and combined residential floorspace as those previously granted planning permission at this site under ref: 17/01686/FUL, with a total width of 20m and a depth of 11.6m, creating 513sqm of residential accommodation. The proposed ridge height of the dwellings is also the same as the previously consented scheme at 8.7m. Each dwelling has been reduced in width from 6.7m as approved under the previous permission, to now each be 5m wide.

6.9 The proposed scheme would provide a functional layout and the design and appearance of the proposed terraced dwellings are considered to be acceptable in the context of the site's residential setting.

6.10 Overall, the proposed dwellinghouses are considered to complement the scale, design and appearance of the surrounding houses.

6.11 (c) Impact upon Conservation Area

6.12 The Oxhey Conservation Area Character Appraisal summarises the conservation area as follows:

*The area is distinct from other later Victorian areas of the town for its varied architectural character with terraced housing interspersed with detached and semidetached villas, as well as being pepper potted with a variety of public houses and shops. The strong small scale streetscapes and roofscapes are an important feature emphasised by the topography, as are the spaces created at the junctions of the roads where a variety of land uses prevail. The semirural*

*character of the Conservation Area at its eastern edge is also a valuable feature in the transition from the built up part of the Borough to the rural hinterland.*

- 6.13 This summary highlights the variety within the conservation area which is part of its character. It is not a uniform area in terms of plot sizes, building typology or appearance, despite its relatively rapid growth during the mid-late half of the 19th century. The appraisal continues:

*The majority of the Conservation Area is heavily built up and has a strong sense of enclosure created by the tight formation of terraced properties along the streets. The key historic spaces here are found at road junctions, where feature buildings punctuate the townscape and the most interesting street relationships are found. At the junctions of Villiers Road with both Upper Paddock Road and Lower Paddock Road the space opens out and the character is defined by the commercial buildings, of varying styles and scales, which enclose the space and generate activity.*

*The south-eastern corner of the Conservation Area is notably different in terms of spatial form, as the urban edge of the Borough meets the rural hinterland. The Paddock Road Recreation Ground marks the transition from urban to rural with what is quite a formal green space, with managed grassland and feature trees on its road boundary. This part of the Conservation Area has a much more open character, which is further accentuated by the lower density of the housing that borders the open space.*

- 6.14 The application site is located within the main part of the Conservation Area where there is generally a strong sense of enclosure from the relatively high density of development. Although the plots of Nos. 4-6 Lower Paddock Road are relatively large and wide in comparison to many other plots within the Conservation Area, they are not distinctive in the character of the area other than contributing to the wide variety of plots found within the area. The houses themselves are typical of the development of the area and remain good examples of Victorian housing but, like all the dwellings within the Conservation Area, are of no exceptional merit in their own right. There are 7no. properties within the Conservation Area which are locally listed and only one of these is a dwelling (Belvedere House). Keyser Hall is not statutory or locally listed, yet, is identified as an 'unlisted building of significance that contributes positively to the character of the area', although this has no legal definition or status. There are no statutory listed buildings.
- 6.15 The proposed development is considered within this context. The existing houses at Nos. 4-6 Lower Paddock Road are to be retained as part of the application proposals and will continue to make a positive contribution to the

streetscene and the overall character and appearance of the Conservation Area. The proposed new dwellings will have limited visibility from Lower Paddock Road, principally from the gap in built form serving the access road. Keyser Hall is sited to the east of the site and Lower Paddock Road falls in level to the west. The site falls in level to the north and the proposed houses have an eaves level and ridge level lower than that of Nos. 4 and 6 (as shown in figure 1, below). In street views towards the site from the east (see figures 2a and 2b, below), the top of the chimney on the rear outrigger is just visible behind the two chimneys on the main roof. The proposed houses are sited further to the right (north) beyond the outriggers and their ridge level is at the same level as the top of this chimney. As such, the proposed houses would not be visible above the roof of Keyser Hall in views from Lower Paddock Road.

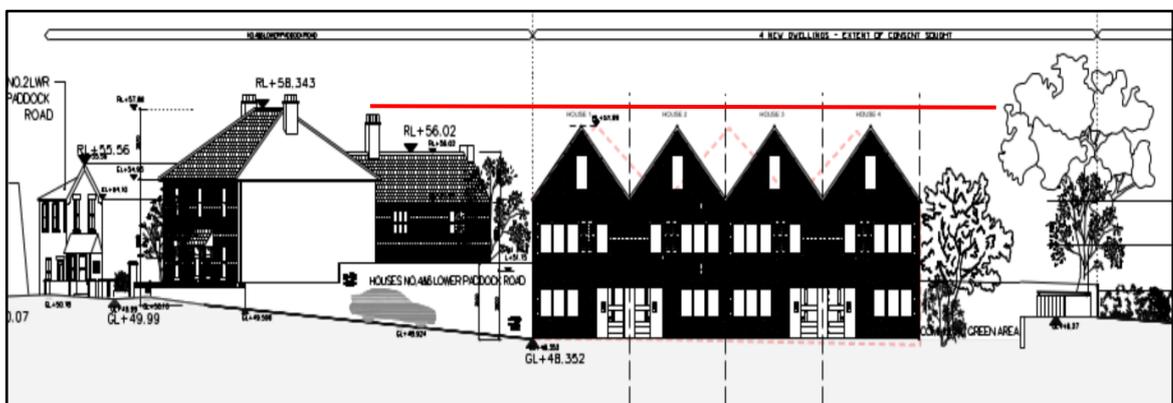


Figure 1 – Proposed Elevations and Roof Heights in relationship to No's 4 and 6 Lower Paddock Road



Figure 2a – Google Streetview Image looking west towards the site. Red arrow highlighting the top of the chimney on the rear outrigger of No 4 Lower Paddock Road.



Figure 2b – Google Streetview Image looking north-west towards the site. Red arrow highlighting the top of the chimney on the rear outrigger of No 4 Lower Paddock Road.

- 6.16 Saved Policy U19 of the District Plan relates to small scale development within Conservation Areas. It seeks to resist small scale development that could lead to a number of similar applications and which in turn could lead to a cumulative detrimental effect on the character and appearance of the conservation area. The supporting text does not exclude new development in conservation areas nor does it exclude modern design. It states that high standards of design are expected as well as the use of appropriate new materials sympathetic to existing surrounding buildings. It continues *“In general, traditional materials and craftsmanship will be needed to harmonise new development with the existing buildings and proposals involving new materials and innovative techniques will especially need to demonstrate a positive contribution to the enhancement of the area.”* This policy clearly indicates such developments may be acceptable if they are of an appropriate quality. As discussed above, it is considered that the proposal is of a suitably high quality in its overall scale, design, layout and appearance.
- 6.17 The Listed Buildings and Conservations Areas Act 1990 requires a development to either preserve (have a neutral impact) or enhance (have a positive impact) the character and appearance of a Conservation Area. Planning permission should only be refused where a development has a negative or harmful impact.
- 6.18 The previous scheme granted consent on this site under reference 17/01686/FUL established acceptability of the principle, scale, design, layout and appearance of three dwellings. This application closely follows that of the previously consented scheme, with the difference of one additional dwelling.
- 6.19 The proposed dwellings are considered to be of an appropriate scale, design and appearance and of a high quality for this location within the Conservation

Area. They are not, therefore, considered to result in any detrimental or harmful impact upon the character and appearance of the Conservation Area.

6.20 (d) Proposed Layout & Quality of Living Accommodation (including Amenity Space)

6.21 The Nationally Described Space Standards (March 2015) prescribe the minimum internal space standards for new residential development which provide as follows:

- Bedrooms of 11.5sqm and over are considered to be double (2 person) rooms, whereas bedrooms under 11.5sqm are considered to be single (1 person) rooms; and
- Dwellings should provide flexibility by providing at least one bedroom capable of being used and furnished as either a double or a twin room.

6.22 The Nationally Described Space Standards, March 2015 (DCLG) further prescribe minimum unit sizes. The minimum internal space standard set for 3-bedroom, 6-person dwellinghouses arranged over 3 storeys is 108sqm, with an additional 2.5sqm requirement given over to built-in storage.

6.23 Each of the houses will have an internal floor area of 127sqm. This exceeds the minimum floor area set out in the nationally described space standards. Storage space is provided under the stairs at ground level and within cupboard area at second floor level. At ground floor level, the internal arrangement provides the living room with a front facing aspect, and the open plan kitchen and dining room to face onto the rear garden. At first floor level the bedrooms and study room face to the front and rear, with the second floor afforded a front facing bedroom. As such, it is considered that all of the main habitable room windows will be afforded with good levels of outlook, natural light ingress and ventilation.

6.24 In respect of privacy, the rear facing windows of the houses are over 40m from the rear windows of properties in Villiers Road, which exceeds the minimum guideline of 27.2m for distances between proposed and existing dwellings and will ensure acceptable levels of privacy. The proposed layout affords each proposed dwelling with an approximate east-west orientation. Each house will have private front and rear garden areas totalling between 65-69sqm. The Residential Design Guide prescribes a minimum area of 65sqm of amenity space for new three bedroom dwellinghouses. All of the proposed dwellings would therefore comply with these amenity space standards. A further enclosed landscaped area of approximately 108sqm, retaining the existing trees, is proposed to the northern end of the site for use as communal amenity space.

It is also acknowledged that the application site is within close proximity to a number of open green spaces, including Oxhey Green and Attenborough Fields which would serve as supplementary recreational and wellbeing spaces for future residents.

6.25 Overall, it is considered that the proposed dwellinghouses will provide good quality accommodation for future occupiers.

6.26 (e) Impact upon Neighbouring Residential Amenity

6.27 Development is expected to be cognizant of the impacts that it may generate so as to avoid reducing the level of amenity available to either the application site itself or its surroundings.

6.28 (i) No. 2 Lower Paddock Road

The southernmost proposed dwelling (i.e. Unit 1) will give rise to some degree of overlooking of the rear section of the garden area of this property. However, the view from the rear-facing windows would be at an oblique angle to this property and only of the far corner of the garden. Additionally, there are no side windows proposed to the southern side elevation of Unit 1, preventing any direct overlooking or loss of privacy to the windows or rear amenity space. The degree of overlooking to the rear garden area is not considered to be materially harmful and is relatively typical in urban areas.

6.29 (ii) Properties fronting Villiers Road

The built form of the proposed dwellings are set at a distance of between 9.4m and 12m from the rear garden boundaries of those properties fronting Villiers Road. Some overlooking of the rear part of the garden areas of these properties will result from the proposals. However, this is typical in urban areas and is not considered to be materially harmful. No overlooking of the windows of these properties will occur, given the 40m and above separation distances between the existing and proposed dwellings.

6.30 (iii) Properties fronting Warneford Place

The properties in Warneford Place comprise of 8no. dwellinghouses arranged over three storeys (incorporating accommodation within a mansard roof). Their rear garden areas adjoin the rear (northern) boundary of the site. The flank elevation of Unit 4 is sited at a distance of 20.8m from the rear elevation of No. 11 Warneford Place and 21.8m from the rear elevation of No. 15 Warneford Place (please note, No.13 does not exist). These distances are unchanged from the previously consented scheme. The eaves and ridge heights of the proposed terrace correspond with that of those properties fronting Warneford Place.

6.31 (iv) Keyser Hall

This is a single storey building occupied by the Oxhey Conservative Club and does not comprise of any self-contained residential accommodation. The proposals will not have any harmful impacts upon this building.

6.32 There are no side-facing windows proposed at any level to the proposed dwellings. The application proposals here maintain the same built footprint and roof ridge height of the previously consented scheme. As such, there would be no resultant direct overlooking, loss of privacy/amenity or loss of light to the living accommodation or external amenity spaces of neighbouring properties, and the siting of the dwellings is similarly not considered to be visually oppressive or harmful in terms of outlook to neighbouring properties.

6.33 (f) Highways, Refuse & Recycling Provision

6.34 Pedestrian and vehicular access to the proposed development would be via Lower Paddock Road, adjacent to No. 6. The existing crossover to No.6 is to be modified to form an improved access to serve the proposed dwellings. This includes the provision of 2m by 2m visibility splays to ensure adequate visibility between vehicles and pedestrians and a permeable paved shared access road 4.8m wide, to allow two cars to pass safely. This remains unchanged from the previous scheme and is supported by Herts County Council as the Highway Authority. A prior to occupation condition is in Section 8 relating to the visibility splays.

6.35 Although no turning facilities are provided for servicing vehicles, smaller transit size vehicles will be able to reverse into the site. Larger vehicles will need to service the houses from Lower Paddock Road, which is the existing situation for all of the existing properties along the road. This is acceptable.

6.36 The proposal incorporates 12no. parking spaces for the existing and proposed dwellings. This accords with the maximum number of spaces for the proposed development based upon the Council's adopted standards. Lower Paddock Road experiences heavy parking congestion and the proposed level of on-site parking provision will minimise any likelihood of overspill parking taking place on nearby streets.

6.37 Hertfordshire County Council has been consulted and has raised no objection to the scheme. Whilst acknowledging that the proposed development is an intensification of the use of the existing site, given the site's sustainable location, highways officers consider that the scheme will generate low vehicular trip rate and traffic levels to be generated by the proposed development would not result in a significant impact upon the local road network.

6.38 Plans depict a communal cycle store to the northern end of the site, with 4no. individual compartments to serve the dwellings. The store accommodates a total of 8no. cycle stands (i.e. 2no spaces per dwelling), which conforms with the Council’s standards. The enclosure is metal framed with oak cladding and a slate roof to match the proposed dwellings.

6.39 A communal bin store is provided for the new dwellings which is shown to the southern end of the site, nearest the access. The enclosure would accommodate a total of 4 x 140l and 5 x 240l bins to serve the development. The refuse/recycling provision is acceptable in terms of siting and capacity.

6.40 (g) Trees and Landscaping

6.41 There are 4no. significant trees within the site considered worthy of retention. These include:

- a magnolia sited within the front garden area of No.6; and
- a yew, cypress and Norway spruce located on the western boundary.

6.42 All of these trees are to be retained. Also to be retained is a blue cypress located on the northern boundary and a 30m section of the existing laurel hedge along the eastern and northern boundaries. These are the most significant landscape elements and their retention is welcomed.

6.43 The Council’s arboricultural officer has assessed the proposals, and requested that all of the trees be retained, including one of the cypress trees (T6). The applicant has confirmed that this tree will be retained and is in agreement to the preparation and submission of an Arboricultural Impact Assessment and Arboricultural Method Statement by way of pre-commencement condition to ensure that construction methods do not harm the root protection area of this tree and others to be retained. In addition, a condition is recommended relating to details of a soft landscaping scheme prior to occupation of the development.

## 7 Consultation Responses Received

### 7.1 Statutory Consultees and Other Organisations

Name	Officer’s Comment
Hertfordshire County Council Highways Authority	No objections to the scheme, subject to the imposition of a number of conditions and informatives relating to a construction management plan, pedestrian visibility splays and suitable permeability of surfacing for the access road and parking areas.

## 7.2 Internal Consultees

Name	Officer's Comment
Waste Officer	Confirmation of bin store capacity requirements. Need for bins to be presented on public highway on collection day.
Arboricultural Officer	No objection to the proposals, subject to the attachment of pre-commencement and pre-occupation conditions relating to requirement for submission of an Arboricultural Impact Assessment and an Arboricultural Method Statement and details of the soft landscaping scheme.

## 7.3 Interested Parties

Letters were sent to 489no. properties in the surrounding area. Responses have been received from 42no. properties. The main comments are summarised below (the full comments/letters are available to view online):

Comments	Officer's Response
Exacerbation of car parking pressures and highways concerns to access road in terms of safety and capacity to serve the proposed development	<p>The Highway Authority has not raised concerns or objections in relation to traffic generation or road safety.</p> <p>The proposed 4no. new houses will generate a negligible level of additional traffic.</p> <p>The proposal provides for 12no. spaces for the proposed 4no. houses (including re-provision of parking for the two existing houses), which is considered an acceptable level of parking provision.</p> <p>See paragraphs 6.34-6.37, above, relating to access, servicing and parking provision.</p>
Overdevelopment	The scheme proposes 4no. houses and utilises the same built footprint as that previously granted permission under ref: 17/01686/FUL.

	<p>Each of the proposed dwellinghouses continue to meet the relevant space requirements for new development.</p>
<p>Inappropriate design and scale in relation to Conservation Area setting</p>	<p>Design, scale and layout largely remains unchanged from the previous planning permission granted under ref: 17/01686/FUL.</p> <p>The main difference is the reduction in the widths of each house in order to create 1no. additional terraced dwelling.</p> <p>See paragraphs 6.6-6.19, above, relating to design and scale and assessment of impact to Conservation Area.</p>
<p>Loss of sunlight/daylight to neighbouring garden areas and loss of privacy</p>	<p>The proposal has been designed to not give rise to any significant or unacceptable loss of amenity to the surrounding properties. There are no windows proposed on either side flank elevation.</p> <p>The garden areas to Nos. 4-6 Lower Paddock Road remain as previously proposed. The proposed houses will not overshadow or overlook these gardens. The proposed development would be sited to the north of these garden areas.</p> <p>Separation distances from properties along Warneford Place and Villiers Road would ensure no unacceptable loss of amenity.</p> <p>See paragraphs 6.26-6.32, above, relating to impacts on surrounding properties.</p>
<p>Noise and disturbance resulting from construction activity</p>	<p>The Environmental Protection Act, the Control of Pollution Act and the Highways Act control the matters of disruption raised and an informative is attached to this effect.</p>

	Any disruption during construction works would be temporary and a construction management plan would be secured by way of condition.
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## 8 Recommendation

That planning permission be granted, subject to the below listed conditions and informatives.

### 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:

PGA00\_01\_Rev A – Proposed Ground Floor Plan / Site Layout Plan  
 PGA00\_02\_Rev A – Proposed General Arrangement  
 EGA00\_03\_Rev A – Proposed Front and Rear Elevations  
 EGA00\_04\_Rev A – Proposed Entrance Elevation (showing side elevations)  
 PGA00\_07\_Rev A – Proposed Roof Plan  
 PGA00\_08\_Rev A – Proposed First Floor Plan  
 PGA00\_09\_Rev A – Proposed Second Floor Plan

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

3. No development shall commence until a construction management plan setting out details of any demolition works, removal of materials from site, parking for all contractors, subcontractors, visitors and delivery vehicles, storage of materials has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented throughout the development works.

Reason: To minimise danger, obstruction and inconvenience to users of the highway, and for the free and safe movement of vehicles. This is a pre-commencement condition to ensure that the proposed measures during construction are satisfactory and are agreed with the Local Planning Authority before construction commences.

4. No development shall commence until details of the external materials to be used for the development 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 buildings, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31. This is a pre-commencement condition as the materials need to be agreed with the Local Planning Authority before construction commences.

5. No development shall commence until an Arboricultural Impact Assessment and an Arboricultural Method Statement in respect of tree protection measures (including ground protection) relating to trees located within the site have been submitted to and approved in writing by the Local Planning Authority. The tree protection measures approved under this condition shall be implemented prior to the commencement of any works and shall be maintained as such at all times whilst the construction works take place.

Reason: To ensure the existing trees which make a positive contribution to the visual amenity of the area are retained and not harmed by the development in accordance with saved Policy SE37 of the Watford District Plan 2000. This is a pre-commencement condition as the tree protection measures need to be agreed with the Local Planning Authority and implemented before construction commences.

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

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

7. No dwelling shall be occupied until full details of a soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of 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, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

8. No dwelling shall be occupied until details of the cycle stores and refuse stores have been submitted to and approved in writing by the Local Planning Authority and have been constructed in accordance with the approved drawings. The stores shall be retained as approved at all times thereafter.

Reason: To ensure adequate facilities are provided for the future occupiers, in accordance with saved Policies SE7 and T10 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

9. Prior to occupation of the proposed dwellings, a 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of the vehicular access, and retained thereafter.

Reason: To ensure a satisfactory standard of the development in the interest of highway safety.

10. Prior to occupation of the dwellings, the new access road and the parking areas hereby approved shall be surfaced in hard surfacing being made of porous materials or tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

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

11. The two roof level conservation-type velux windows to each flank side elevation (as annotated on plan ref: EGA00\_04\_Rev A) shall be installed and retained with obscure-glazing prior to first occupation and retained for the lifetime of the development.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and the Residential Design Guide 2016.

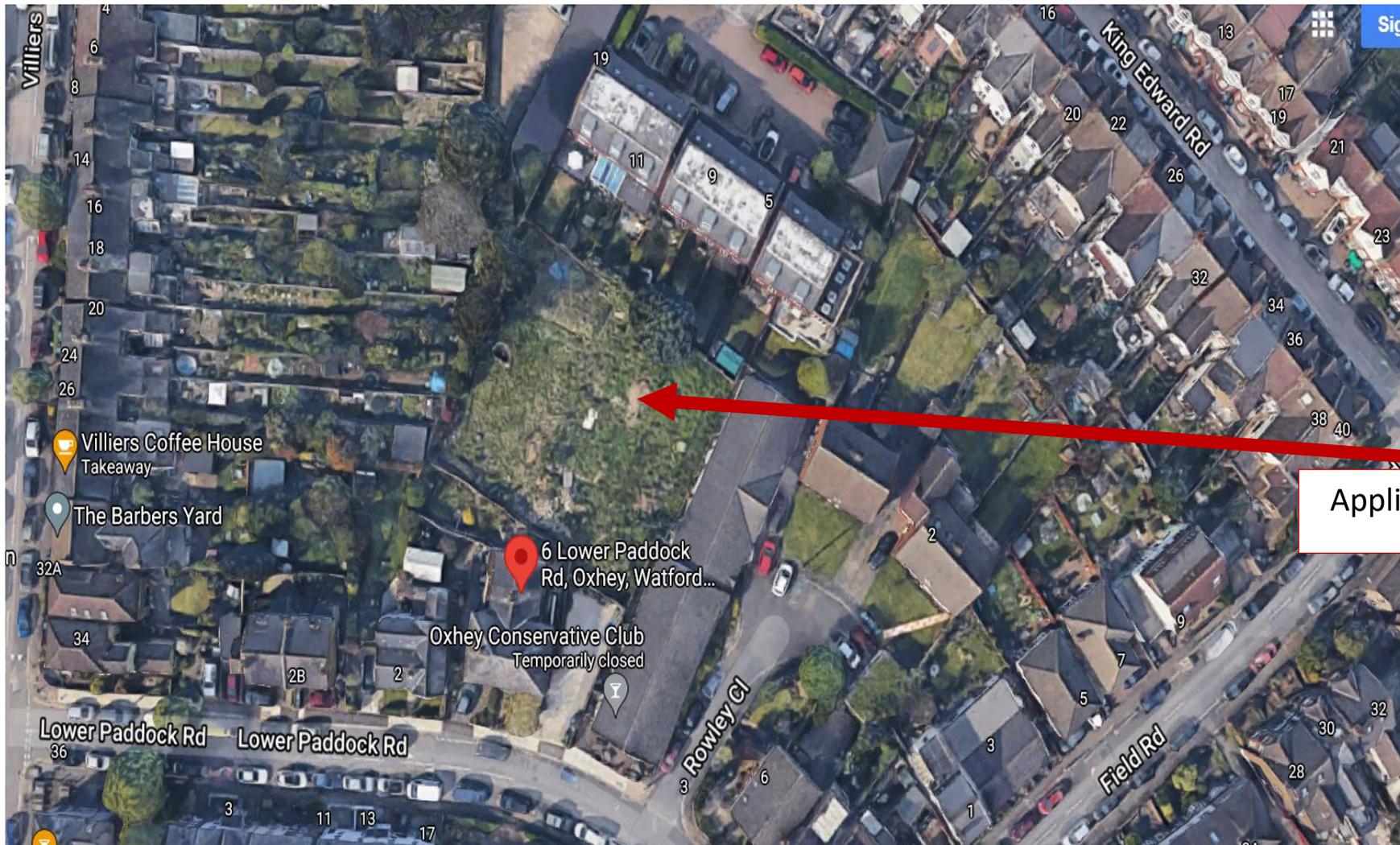
12. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any modification or re-enactment thereof), no development permitted under Schedule 2, Part 1,

Classes A, B, C or D of the Order shall be carried out to the new houses without the prior written permission of the Local Planning Authority.

Reason: To enable the Local Planning Authority to ensure that any such developments are carried out in a manner which will not be harmful to neighbouring amenity or the character and appearance of the area.

### Informatives

1. IN907 - Positive and proactive statement - GRANT
2. IN910 - Building Regulations
3. IN912 - Hours of Construction
4. IN909 - Street Name and Numbering
5. IN913 - Community Infrastructure Level Liability
6. IN808 – Vehicular Crossover
7. HIGH – Storage of Materials – Highway
8. OBSHIG – Obstruction of the Highway
9. MUD – Mud on highway



Application Site

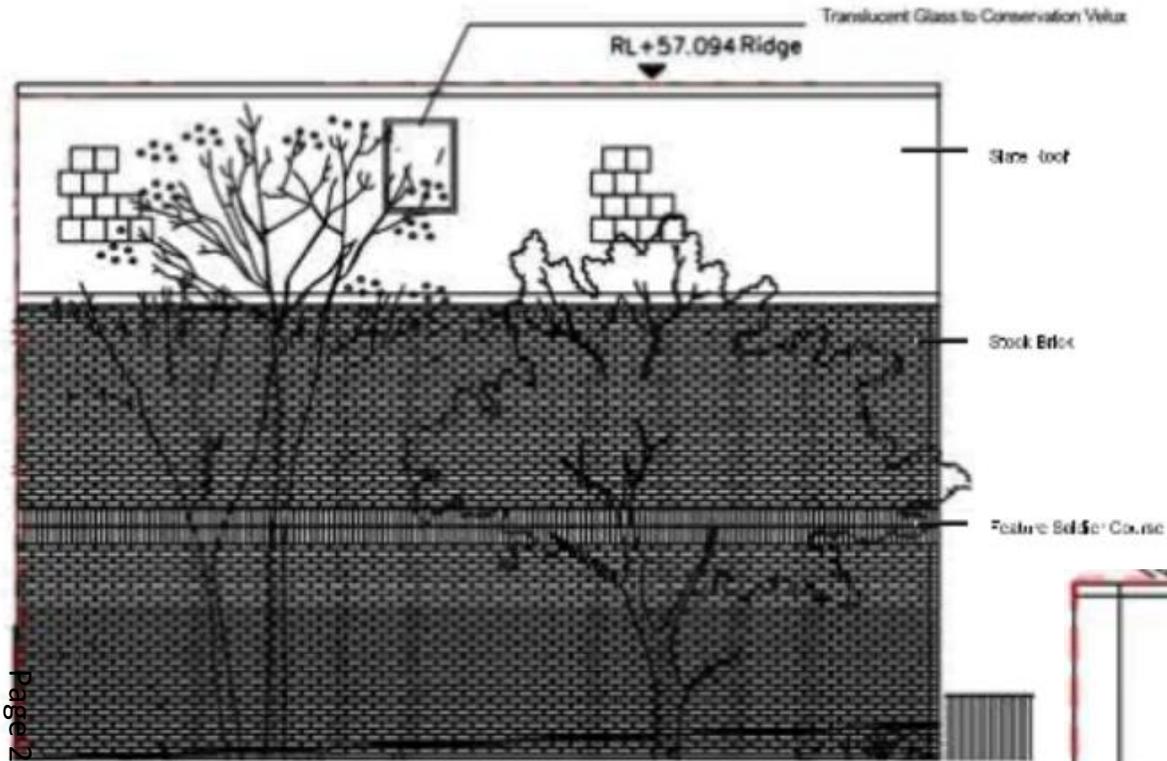
**Aerial View of Application Site – Google Earth**



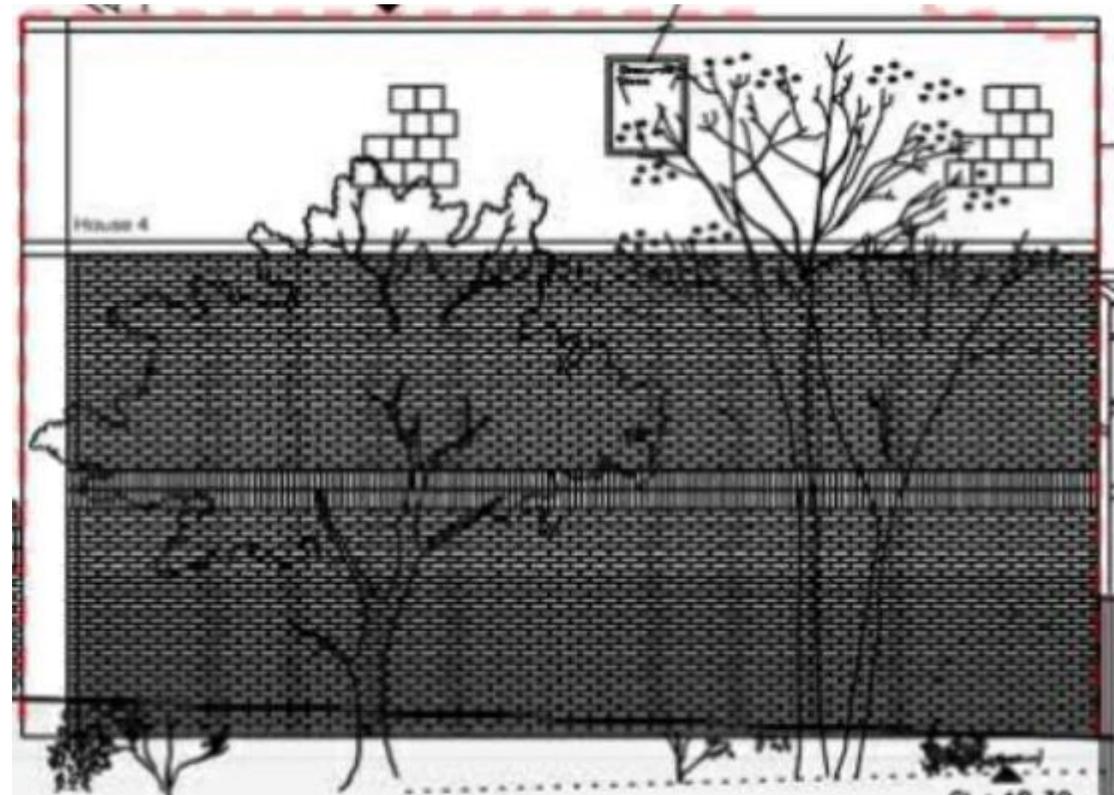
***Proposed Site Plan and Location Plan***



**Proposed Front & Rear Elevations**



Page 26



Proposed Side Elevations



Artist's Impressions of Proposed Development



## Agenda Item 5

<b>Committee date</b>	Tuesday 18 May 2021
<b>Application reference</b> <b>Site address</b>	21/00076/FULM - 250 Lower High Street, Watford, WD17 2DB
<b>Proposal</b>	Demolition of existing two-three storey commercial building, and erection of five-storey building providing a total of 25 residential units; provision of associated vehicle and cycle parking, landscaping and waste storage facilities.
<b>Applicant</b>	Eyam Enterprises Ltd
<b>Agent</b>	Peacock And Smith
<b>Type of Application</b>	Full Planning Permission
<b>Reason for committee Item</b>	Major Application
<b>Target decision date</b>	Wednesday 19 May 2021
<b>Statutory publicity</b>	Watford Observer, Neighbour Letters and Site Notice
<b>Case officer</b>	Andrew Clarke, andrew.clarke@watford.gov.uk
<b>Ward</b>	Central

### 1. Recommendation

- 1.1 That planning permission be refused for the reasons set out in section 8 of this report.

### 2. Site and surroundings

- 2.1 The site is located on the south-western side of Lower High Street at the junction of Local Board Road, a short cul-de-sac. The site contains a part two part three storey 1980's red brick commercial building with hardstanding to the front and rear. The site is approximately rectangular in shape with an area of 0.09 hectares. The site contains no listed buildings or structures and is not within a conservation area.
- 2.2 The only adjoining site is Crosfield Court, a 1990's residential development containing 76 retirement flats and associated facilities. Facing the site on Local Board Road are 5 locally listed Victorian buildings comprising a former Industrial Building (number 1a), a short terrace of 2 storey dwellings (numbers 1, 2 and 3) and the Pump House Theatre (number 5). The surroundings on Lower High Street are varied. Opposite site is the rear servicing yard of Tesco Extra with car showrooms and car rental businesses occupying nearby sites. The site occupies a central, accessible location to the south of Watford Town Centre, approximately 300 metres from Watford High Street Overground Station.

2.3 The site is within Source Protection Zone 1 (SPZ1). This Environment Agency designation covers the River Colne basin identifying the catchment areas of sources of potable (drinking) water. The site is therefore highly sensitive to contamination. The site is within flood zone 1, the zone with the lowest chance of flooding.

### **3. Summary of the proposal**

#### **3.1 Proposal**

3.2 Planning permission is sought for the demolition of existing building, and the erection of a five-storey building providing a total of 25 residential units comprising 15 x 1 bed (60%), 6 x 2 bed (24%) and 4 x 3 bed (16%). Car parking would be provided to the front. Refuse and cycle stores are shown at ground floor level.

#### **3.3 Conclusions**

3.4 The design has high timber fences abutting the public realm and the illegible access points on Local Board Road which fail to integrate with the street scene causing harm to the historic character of the area.

3.5 The proposed units fail to meet nationally required minimum space standards and suffer from poor internal light levels and poor outlook due to the number of obscure glazed windows and proximity of boundary fences.

3.6 The development makes no provision for affordable housing and fails to provide any justification for this.

3.7 The proportions and fenestrations of the development would cause significant loss of light, sense of enclosure and loss of privacy to neighbouring residential dwellings within Crosfield Court and on Local Board Road.

3.8 The development would result in significant additional on-street parking within Controlled Parking Zone F.

3.9 The development represents an unacceptable risk to controlled waters from which supplies of potable water are obtained.

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

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

5.1 A similar planning application (reference: 20/00072/FULM) for the demolition of the existing building and erection of five storey building providing 28 residential units was withdrawn by the applicant on 13<sup>th</sup> October 2020 following feedback from the case officer.

5.2 A pre application request (reference: 18/00746/PREAPP) for the demolition of the existing building and erection of five storey building providing 30 residential units was submitted in June 2018. Written pre application advice was issued.

## **6. Main considerations**

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

- (a) Principle of the use
- (b) Scale and design
- (c) Quality of residential accommodation
- (d) Affordable housing provision
- (e) Impact on amenity of adjoining residential properties
- (f) Transport, parking and servicing
- (g) Environmental considerations

6.2 (a) Principle of the use  
The site has no specific land use designation. Policy HS1 of the Core Strategy lists the criteria that will be taken into account in assessing the suitability of sites for residential use. In this case, the site is brownfield land, is close to the town centre, is not at risk of flooding and has access to public transport.

6.3 The proposed flatted residential development would be appropriate in this location close to the town centre and in keeping with the residential character of the surroundings. The development provides a suitable mix of 1, 2 and 3 bed units and is compliant with Policy HS2 of the Core Strategy. The principle of residential provision is therefore supported.

6.4 (b) Scale and design

The scale and design of the proposed building has been informed by neighbouring Crosfield Court. It would be 5 storeys in height, with the top storey set back from the main elevations. The top storey would align with the pitched roof of neighbouring Crosfield Court. The building would sit slightly forward of this neighbour, to the same extent as the existing building does.

- 6.5 The building would have a contemporary design with a flat roof. It would be broadly rectangular in shape with balconies which would be partially projecting from the facades of the building and partially enclosed with vertical louvers. The main facing material would be two shades of brick, grey and buff. Full height glazing has been used, this glazing is obscured on the two elevations which face Crosfield Court.
- 6.6 The locally listed buildings on the opposite side of Local Board Road include a former industrial building with a hay barn loft gable (number 1A), three terraced dwellinghouses with front doors on the street (numbers 1, 2 and 3) and a former pumping house which is now used as a theatre (number 5). These Victorian, old London stock buildings have attractive architectural features such as curved and straight splayed brick arches above the openings, stone cills, pitched slate roofs and large chimney stacks. In the wider area, the Lower High Street includes other nationally and locally listed historic buildings.
- 6.7 Innovation in building design is not discouraged, though the elevations bear no relation to the scale, rhythm and pattern which form the architectural language of the surroundings. The proposed contemporary building is not sympathetic to this surrounding context and history, failing to take the opportunity of redevelopment to reinforce local character or make a positive contribution to the area as required by policy UD1 of the core strategy and paragraph 127 of the National Planning Policy Framework.
- 6.8 The flats would be accessed from two entrances onto Local Board Road. Refuse stores would be adjacent to these entrances. Apart from these openings the building would be surrounded by 1.8 metre high timber fencing adjacent to the public realm at ground floor level. This high timber fence would relate very poorly to the public realm on Local Board Road. The entrances also lack architectural prominence within the south eastern elevation of the building. They would be defined primarily by the breaks in the timber fencing. The poor interaction with the street scene would harm the historic character of Local Board Road, which is defined by two storey Victorian locally listed buildings fronting the public realm. These elements of the design are considered unacceptable.
- 6.9 (c) Quality of residential accommodation

Unit numbers 1, 5, 9, 11, 15, 17 and 21 fail to meet the minimum internal space standards as set out in the Nationally Described Space Standards and the Residential Design Guide. This is because they all contain single bedrooms which vary in width from 1.75 to 2 metres. The minimum width required by national space standards for a single bedroom is 2.15 metres. The long narrow nature of these rooms is impractical. In addition these bedrooms in units 5, 11 and 17 only have windows which are obscure glazed to a height of 1.8 metres, giving no meaningful outlook to these rooms. This is unacceptable for a habitable room.

- 6.10 Unit numbers 1, 2, 5, 8, 11, 14, 20 all contain living / kitchen / dining rooms where the Average Daylight Factor (ADF) would not meet recommended guidelines for natural light as set out in the British Research Establishment's document 'Site layout planning for daylight and sunlight: a guide to good practice'. To the west corner of the building this is due to the proximity of neighbouring Crosfield Court and to the front this is due to awkwardly shaped rooms. The flats to the western corner of the building attempt to address this lack of daylight by providing many, large windows, though still fail to achieve a suitable ADF. Unit 8 which is awkwardly shaped would achieve less than half of the recommended daylight level.
- 6.11 Units 1, 2, 3 and 4 at ground level have terraces which vary in depth from 0.8 to 1.8 metres. These terraces are enclosed by a 1.8 metre high timer fence. This would give a poor outlook particularly for unit 2 which has only 2 openings in the whole dwelling, both of which face the high fence at 0.8 metres. In addition one of the bedrooms in unit 4 faces an external wall at a distance of 1.8 metres. All of these units would experience limited outlook and an unacceptable sense of enclosure.
- 6.12 All units have their own balcony or terrace. Spaces to the front and rear of the site have been labelled as communal amenity space. To the rear this area is narrow, enclosed and would allow residents to look into the habitable areas of unit 1. The front amenity space is small and sited to the rear of the parking spaces. Both of these amenity spaces are poor and are unlikely to be used by residents for the purposes of recreation. Nevertheless the presence of private amenity space for all units is supported.
- 6.13 (d) Affordable housing provision  
Policy HS3 of the Core Strategy requires a 35% provision of affordable housing. The provision should have a tenure mix of 65% affordable rent, 20% social rent and 15% intermediate tenures. Draft local plan policy HO3.3 also requires 35% provision, with a tenure mix which includes 60% social rent. This proposal for 25 units would require a provision of 7 or 8 affordable units. Only

in exceptional circumstances will a lower level of provision be considered where it can be clearly demonstrated that it would not be viable to deliver a policy compliant affordable housing contribution.

- 6.14 The planning statement refers to a commuted sum. Watford Borough Council's preference to have an on-site provision, in accordance with Policy HS3, although it is accepted that this may not be possible in some cases and that for some sites a commuted sum is the most suitable option. However, if a commuted sum is to be agreed exceptional circumstances will need to be demonstrated and the sum calculated through a viability assessment. Notwithstanding this, the applicant has made no formal offer of affordable housing provision or a commuted sum contribution. The lack of affordable housing is contrary to Policy HS3 of the Core Strategy.
- 6.15 (e) Impact on amenity of adjoining residential properties  
The applicant has submitted a daylight / sunlight assessment which assesses the impact on Crosfield Court and properties on Local Board Road against the Building Research Establishment's (BRE) guidelines. The report measures the proposed Vertical Sky Component (VSC) and Annual Probable Sunlight Hours (APSH) to windows and Daylight Distribution (DD) within rooms.
- 6.16 The report concludes that Crosfield Court would not be unreasonably impacted as a result of the proposed development, albeit without knowing the physical layout of rooms or their uses within this neighbouring building. The VSC and APSH calculations appear correct, though without knowing room uses these results are of limited use to the assessment.
- 6.17 The case officer visited Crossfield Court in February 2020 and understands the internal layout. Flat numbers 18, 38, 58 and 76 which are close to the shared south western boundary are stacked (ground, first, second and third floors) and have an identical layout. The daylight / sunlight report asserts that these particular units comprise one single room with four windows used as an "entrance" and daylight distribution within the non-habitable "entrance" room is calculated on this basis. These one bedroom flats contain 4 rooms comprised of 1 living room, 1 bedroom, 1 kitchen and 1 bathroom. Given that all the flat layouts on which the assessment is based are incorrect the daylight distribution results are of limited use.
- 6.18 Aside from the errors within the report, the design of Crosfield Court is such that it would not prejudice a well-designed and carefully considered redevelopment of the subject site. Long corridors abut the subject site at all levels. Only 12 flats (numbers 1, 17, 18, 19, 37, 38, 39, 57, 58, 59, 75, 76) have

windows which face the subject site. Within these flats all habitable room windows which do face the subject site are secondary bedroom windows.

- 6.19 The proposed development would have balconies at ground to third floor levels on the south western elevation which are 3.2 metres from the boundary with Crosfield Court. This would cause overlooking of the neighbouring communal garden which surrounds Crosfield Court. It is accepted that habitable room windows, albeit the aforementioned secondary bedroom windows, within Crosfield Court would overlook the subject site at a similar distance. Nevertheless these proposed balconies would be 7.5 metres from neighbouring habitable room windows within 45 degrees of a perpendicular line taken from the edge of the balconies. The proposed balconies are considered to cause more significant overlooking than the existing secondary bedroom windows within Crosfield Court. This relationship and the resultant loss of privacy to flat numbers 18, 38, 58 and 76 is considered unacceptable.
- 6.20 Opposite the site on Local Board Road are five residential dwellings, numbered 1, 2, 3, 4a and 4b. Numbers 1, 2 and 3 are small two storey dwellinghouses. Numbers 4a and 4b are flats within a wider building. The front elevations of these dwellings face directly onto the street, sited at the back edge of the pavement, and are north-west facing, therefore, daylight into habitable rooms on the front elevations is limited.
- 6.21 The daylight / sunlight report correctly identifies the room uses of some of these dwellings. The results show that none of the windows which face the site would meet the BRE guidelines in terms of VSC or DD. The APSH calculation is not required due to the northerly orientation. The resultant DD to all forward facing habitable rooms within numbers 2, 3, 4a and 4b would be between 29 and 43 percent of existing levels. The existing building on the subject site is lower, at two storeys adjacent to Local Board Road. The substantial increase in height on this boundary would cause unacceptable loss of light and sense of enclosure to these dwellinghouses which front Local Board Road. Balconies across the narrow street at a distance of 10 metres would also cause some loss of privacy.
- 6.22 Overall, the loss of amenity to neighbouring dwellings within Crossfield Court and on Local Board Road is unacceptable.
- 6.23 (f) Transport, parking and servicing  
The site is located on the edge of the town centre. Bus stops serving areas to the south of Watford exist close by on Lower High Street. The site is 300m metres from Watford High Street Overground Station and less than 1km from Bushey Railway Station. The site occupies a highly accessible location.

- 6.24 This highly accessible location would allow a reduced level of parking provision or a car-free development on the site. In this case, the development provides 4 car parking spaces to the front of the site utilising the existing vehicle crossover onto Local Board Road. This number of spaces is in accordance with maximum parking standards and is acceptable in this accessible location. The development would have a negligible impact on traffic using highways in the vicinity of the site.
- 6.25 The site is located within Controlled Parking Zone (CPZ) F which operates Monday to Saturday 8am to 6.30pm, including Bank Holidays, with additional Watford Football Club match day restrictions. Being within the CPZ the entitlement of occupiers to park in surrounding roads can be restricted by a planning obligation as explained in "saved" Policy T24 of Watford District Plan 2000. The development of 25 units is likely to increase parking demand within the controlled parking zone significantly. As the development is considered unacceptable for many other reasons, the applicant was not invited to enter into an agreement to remove parking permit entitlement for the development in this case.
- 6.26 The plans indicate suitable cycle storage in a room which can be accessed from both entrance lobbies.
- 6.27 Two identically sized refuse stores exist adjacent to the two entrances on Local Board Road. Together these stores provide sufficient capacity for the development. Of the two entrances, one provides direct access to 23 units and the other to 2 units. This would mean that the majority of the residents who would be using the main entrance would have to walk down the street to use the other refuse store. The alternative option would be to go via the cycle store. This arrangement is poorly conceived.
- 6.28 (g) Environmental considerations  
i) Source Protection Zone  
The site is located within Source Protection Zone 1 (SPZ1) and used for potable water supply (that is high quality water supplies usable for human consumption). The Environment Agency (EA) carefully monitor development proposals of all types in this zone. The EA designate SPZ1 to identify the catchment areas of sources of potable water and show where they may be at particular risk from polluting activities on or below the land surface.
- 6.29 In this instance the proposed development would threaten potable water supplies as the proposed development includes activity that may physically disturb the aquifer in SPZ1. In order to overcome the EA's objections a

detailed hydrogeological risk assessment would be required, including modelled impacts on groundwater flow, along with a detailed monitoring scheme to address turbidity and other possible risks to controlled waters.

6.30 In the absence of an acceptable hydrogeological risk assessment, the Environment Agency (EA) has objected to the application because the location of the development proposed represents an unacceptable risk to controlled waters. It is likely to result in a significant risk to groundwater resources from which supplies of potable water are obtained.

6.31 ii) Surface Water Drainage

The submission includes a flood risk assessment. Hertfordshire County Council (HCC) as the Local Lead Flood Authority have reviewed this document and conclude that the information provided does not provide a suitable basis for an assessment to be made of the flood risks arising from the proposed development. They have objected to the application.

6.32 iii) Land contamination

A contamination report has been submitted with the application which identifies a number potentially complete contaminant linkages that require further investigation and appropriate remediation. Appropriate conditions would therefore be required to secure a site remediation scheme in the event of planning permission being granted.

6.33 iv) Sustainability

An energy and sustainability statement has been submitted. This details a number of measures which would make the building more energy efficient, though it does dismiss measures such as ground source heat pump system and solar photovoltaic panels on the roof of the building which would make the development more sustainable. It is acknowledged, however, that a ground source heat pump system may be inappropriate given the potential for groundwater contamination and the objections of the Environment Agency.

6.34 v) Biodiversity

There are small areas of planting to the front of the building though there are no trees on the existing site. The proposed plan does propose new tree planting and green landscaping around the building. A suitable soft landscaping scheme could be required by condition.

## **7 Consultation responses received**

### **7.1 Statutory consultees and other organisations**

<b>Name of Statutory Consultee / Other Organisation</b>	<b>Comment</b>
Environment Agency	Refusal recommended due to unacceptable risk to controlled waters.
Hertfordshire County Council (Growth & Infrastructure)	No objection. CIL contributions noted.
Hertfordshire County Council (Highways Authority)	No objections. Conditions and informatives recommended.
Hertfordshire County Council (Lead Local Flood Authority)	Refusal recommended due to insufficient information.
Hertfordshire Constabulary Crime Prevention Design Service	No objection. Recommended Secured by Design principles.
Thames Water	No objection. Informatives recommended. Source Protection Zone and requirement for consultation with Environment Agency noted.

## 7.2 Internal Consultees

<b>Name of Internal Consultee</b>	<b>Comment</b>
Environmental Health	No objections. Conditions and informatives recommended in relation to potential contamination.
Housing	The Housing Service noted that the proposal would require affordable housing or a commuted sum.
Waste and Recycling	Satisfied with refuse facilities.

## 7.3 Interested Parties

Letters were sent to 81 properties in the surrounding area. 15 Responses were received in objection. The main comments are summarised below, the full letters are available to view online:

<b>Comments</b>	<b>Officer response</b>
Overdevelopment	See paragraph 6.4 of the report which relates to scale and massing.
Lack of Affordable Housing	See paragraph 6.13 of the report which relates to affordable housing
Loss of light, outlook and privacy	See paragraph 6.15 of the report which relates to the impact on amenity of adjoining residential properties
Parking pressure and traffic	See paragraph 6.23 of the report which

impacts	relates to transport, parking and servicing
Flooding	See paragraph 6.28 of the report which relates to environmental considerations
Disruption from construction	The Environmental Protection Act, the Control of Pollution Act and the Highway Act control the matters of disruption raised.
Loss of TV Signal	The loss of TV signal over a neighbouring site is not reason to restrict development opportunities.

## 8 Recommendation

That planning permission be refused for the following reasons:

### Reasons

1. The design of the proposal, by virtue of its appearance and interaction with the street scene is unsympathetic to the surrounding built environment failing to take the opportunity available to improve the character and quality of the historic setting opposite non designated heritage assets. As such the development would be contrary to paragraphs 127, 130 and 197 of the National Planning Policy Framework 2019, Policies SS1, UD1 and UD2 of the Watford Local Plan Core Strategy 2006-31 saved policy U15 of the Watford District Plan 2000.
2. The residential units, by virtue of their numerous obscure glazed windows, poor daylight levels, poor outlook and the failure to meet minimum space standards in terms of bedroom widths, fail to create high quality dwellings for future occupiers. As such the development would be contrary to paragraphs 127 and 130 of the National Planning Policy Framework 2019, Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31, and the Residential Design Guide 2016.
3. The development makes no provision for affordable housing and fails to provide any justification for this. As such the development would be contrary to paragraphs 62 and 64 of the National Planning Policy Framework 2019 and Policy HS3 of the Watford Local Plan Core Strategy 2006-31.
4. The design of the proposal, by virtue of its proportions and fenestrations, would cause significant loss of light, sense of enclosure and loss of privacy to neighbouring residential dwellings within Crosfield Court and on Local Board Road. Such a loss of neighbouring amenity is contrary to paragraphs

127 and 130 of the National Planning Policy Framework 2019, Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31 and the Residential Design Guide 2016.

5. The development would result in significant additional on-street parking within Controlled Parking Zone F on Local Board Road which has limited on street parking. Without an appropriate Section 106 agreement or undertaking in place to exempt the future occupiers of the development from the entitlement to parking permits, the proposal would be contrary to paragraph 109 of the National Planning Policy Framework 2019 and saved policies T22 and T24 of the Watford District Plan 2000.
  
6. The development represents an unacceptable risk to controlled waters from which supplies of potable water are obtained. As such the development would be contrary to paragraphs 127 and 130 of the National Planning Policy Framework 2019, Policy SD2 of the Watford Local Plan Core Strategy 2006-31 and saved Policy SE28 of the Watford District Plan 2000.

# Site Location Plan

All dimensions to be verified on site and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be reported to the CDM Co-ordinator.  
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**RELISH**

SITE LOCATION PLAN

revision	date	by	chk
drawn by	checked by	date	scale @ A4
AS	TP	31/05/18	1:1250
project number	drawing number	revision	
8136	(000) 001		

## South East and South West (street facing) Elevations



## North East and North West (rear) Elevations



# Ground Floor Plan



# First to Third Floor Plans



# Fourth Floor Plan



# 3D Views



**DEVELOPMENT MANAGEMENT COMMITTEE**

**18 May 2021**

**UPDATE SHEET**

**21/00076/FULM - 250 Lower High Street, Watford, WD17 2DB**

APPLICATION WITHDRAWN

The application has been withdrawn at the request of the applicant.

<b>Committee Date</b>	Tuesday 18 May 2021
<b>Application Reference</b>	21/00304/FUL
<b>Site Address</b>	Land at Lych Gate Watford WD25 0LS
<b>Proposal</b>	Demolition of existing garage block. Construction of a two-storey block of four flats, with associated parking, cycle and refuse storage and landscaping.
<b>Applicant</b>	Peter Rice Developments Ltd
<b>Agent</b>	Wakelin Associates Ltd
<b>Type of Application</b>	Full Planning Permission
<b>Reason for Committee Item</b>	Number of received objections
<b>Target Decision Date</b>	Friday 21 May 2021 (extended by agreement)
<b>Statutory Publicity</b>	Neighbour letters
<b>Case Officer</b>	Helen Harris; helen.harris@watford.gov.uk
<b>Ward</b>	Woodside

## 1. Recommendation

- 1.1 That planning permission be granted, subject to the conditions as set out in Section 8 of this report.

## 2. Site and Surroundings

- 2.1 The application site is broadly rectangular in shape, measuring approximately 488sqm in area, and comprises of a row of 11no. single-storey garages orientated in a north-west to south-east alignment and an area of soft landscaping fronting Lych Gate. Vehicular access to this row of garages, as well as a further 27no. garages adjacent to the south of the site, is via a private driveway.
- 2.2 The application site is located on the southern side of Lych Gate, a residential cul-de-sac comprising of approximately 39no. flats (Cedar Court and Glebe Court). The area is residential in character and there is a consistent architectural topology across the cul-de-sac, with buildings exhibiting similar materials and scale of between two and three storeys.
- 2.3 The application site is not located within a conservation area and there are no statutory or locally listed buildings either on the site or within close proximity. The site is not subject to any specific planning designations. The site falls within the Environment Agency's flood zone 1, the zone with the lowest probability of flooding.

### **3. Summary of the Proposal**

#### **3.1 Proposal**

3.2 Full planning permission is sought for the construction of a two-storey flatted block, comprising of four flats (i.e. 2no. 1-bed flats and 2no. 2-bed flats), together with associated landscaping, refuse/recycling store, cycle store and a total of five car parking spaces to the front of the development. The development requires the demolition of a row of 11no. garages.

3.3 Access is maintained to the rear parking court and a row of 27no. garages adjacent to the south of the site are retained. Soft landscaping is proposed to the front and rear.

#### **3.4 Conclusion**

3.5 The site has been included as a housing allocation within the final draft (Regulation 19) Watford Local Plan 2018-2036. The proposed development provides four good quality residential dwellings, in a building which is considered to respect the character and appearance of the area, without having any unacceptable impact on the living conditions of neighbouring properties, in accordance with the Development Plan. On-site parking for five cars to serve the development accords with maximum parking standards set out in the Watford District Plan, and is acceptable to the Highway Authority.

### **4. Relevant Policies**

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

### **5. Relevant Site History/Background Information**

5.1 The application site has no relevant planning history.

5.2 The agent sought pre-application advice from Watford Borough Council in 2008 for residential redevelopment of the site.

5.3 The application site (inclusive of the side access, land and garages to the south of the site) is allocated for residential development in the Final Draft Watford Local Plan 2018-2036 (site reference: HS01).

## **6. Main Considerations**

6.1 The main issues to be considered in the determination of these applications are:

- (a) Principle of Development;
- (b) Scale and Design;
- (c) Quality of Residential Accommodation;
- (d) Impact upon Neighbouring Residential Amenity;
- (e) Highways, Refuse & Recycling Provision; and
- (f) Trees and Landscaping

6.2 (a) Principle of Development

6.3 Section 11 of the NPPF establishes the requirement to make effective use of land. Paragraph 117 establishes that “Planning policies and decisions should promote 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”. Paragraph 118 (d) states that “Planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively”.

6.4 The application site is an allocated housing site within the final draft (Regulation 19) Watford Local Plan 2018-2036, with an indicative yield given of 5no. units (site reference: HS01- Land and Garages at Lych Gate) and the site is located within an established residential area. Given the early stage of the final draft (Regulation 19) Watford Local Plan 2018-2036 which has not yet been subject to examination, the weight that can be afforded to the allocation is limited.

6.5 Sustainable development underpins planning policy from a local to national level, which includes the creation of residential accommodation and it is considered that the proposed development would align with, and support, these policy objectives.

6.6 (b) Scale and Design

6.7 The immediate area surrounding the application site consists predominantly of residential uses, with a consistency in terms of building design and scale. Link-detached dwellinghouses feature along The Glebe to the west of the site, with

flatted blocks of two and three storeys within the cul-de-sac of Lych Gate. The general materiality is uniform, comprising of red and yellow brickwork, uPVC windows and concrete roof tiles.

- 6.8 The proposed building would have two storeys with a rectangular built footprint. It would have a width of 23 metres and a depth of between 6.2 and 6.5 metres. The building would have a pitched roof with gabled ends to either side. The ridge height of the roof would be 8 metres and the eaves height would be 5.6 metres.
- 6.9 The scale and design of the building with pitched roofs and gable ends relates well to the surrounding built form of Lych Gate in terms of its character and appearance. The roof pitch and ridge will correspond with surrounding buildings and the siting of the block maintains the building line established by the neighbouring blocks to the east and west of the site. The building would be finished in red stock bricks, with a brown concrete interlocking tiled roof and uPVC windows and timber composite doors. In order to ensure a high quality appearance, external materials and design details will be secured by condition.
- 6.10 The proposed scheme would provide a functional layout and the design and appearance of the proposed block is considered to be acceptable in the context of the site's residential setting. The proposed block would have front access from Lych Gate, with rear access maintained to those private garages to the rear via the existing access road to the west off Lych Gate.
- 6.11 Overall, the proposed development will reflect the scale, design and appearance of the surrounding residential blocks and will appear complementary in the streetscene.
- 6.12 (c) Quality of Residential Accommodation
- 6.13 The Nationally Described Space Standards (March 2015) prescribe the minimum internal space standards for new residential development which provide as follows:
- Bedrooms of 11.5sqm and over are considered to be double (2 person) rooms, whereas bedrooms under 11.5sqm are considered to be single (1 person) rooms; and
  - Dwellings should provide flexibility by providing at least one bedroom capable of being used and furnished as either a double or a twin room.
- 6.14 The Nationally Described Space Standards, March 2015 (DCLG) further prescribe minimum unit sizes. The minimum internal space standards set for 1-bedroom, 2-person units is 50sqm and for 2-bedroom, 3-person units is 61sqm.

- 6.15 Both of the 1-bedroom flats will have an internal floor area of 53sqm and the two 2-bedroom flats show an internal floor area of 65sqm. As such, all of the proposed dwellings would exceed the minimum floor areas set out in the nationally described space standards. Storage space for each unit would also exceed minimum standards.
- 6.16 The two ground floor units would be provided with private amenity space to the rear benefitting from south-facing orientation and which acts as a defensible space between their doors / windows and the land and garages beyond to the south of the site. Units 1 and 2 on the ground floor would have their own private entrances to the front of the building, with Units 3 and 4 to the first floor utilising a shared entrance door.
- 6.17 All of the units are dual aspect and will have acceptable levels of outlook, natural light and privacy. Overall, it is considered that the proposed dwellings will provide good quality accommodation for future occupiers.
- 6.18 (d) Impact upon Neighbouring Residential Amenity
- 6.19 Development is expected to be cognizant of the impacts that it may generate so as to avoid unreasonably reducing the level of amenity available to either the application site itself or its surroundings.
- 6.20 The nearest properties to the application site are 4no. two-storey flatted blocks to the north and west (i.e. No's 2-21 Lych Gate) and to the east of the site lies 2no. three-storey, tripartite winged flatted blocks (known as Glebe Court and Cedar Court).
- 6.21 The siting of the proposed block is such that it would be in a linear arrangement, following the established building line created by the existing flatted blocks to the west along Lych Gate.
- 6.22 The proposed block does not encroach further sideways to the east or west from the existing garage block which is to be demolished. The proposed building is positioned at a distance of 14 metres from the neighbouring block to the west, No's 6-8 Lych Gate and would be separated by the existing vehicular accessway to the garages to the rear of the application site, which is to be retained. One window at each floor is proposed on the eastern and western side elevations to serve as a secondary window to each bedroom. The first floor side windows would be obscure glazed and non-opening other than in parts of the windows which are more than 1.7 metres above the internal floor level, to prevent any overlooking or loss of privacy. To the east, the proposed building is positioned at a distance of 12 metres from the neighbouring block of Cedar Court. The

proposed boundary treatments of 1.8 metre high close-boarded timber fencing and laurel hedging would maintain privacy between dwellings at ground floor level. As such, there would be no resultant direct overlooking, loss of privacy/amenity or loss of light to the living accommodation or external amenity spaces of those neighbouring properties adjacent to the east and west.

6.23 (e) Highways, Refuse & Recycling Provision

6.24 Vehicular access would be retained to the west of the application site, servicing the row of 27no. garages to the rear of the site.

*Car Parking (serving the proposed development)*

6.25 The proposal would incorporate 5no. on-site car parking spaces (that is, 1 space per one bedroom unit and 1.5 spaces per two bedroom unit). The perpendicular car parking spaces are arranged to the front of the proposed block, via two dropped kerb crossovers. The Watford District Plan states maximum parking standards within Appendix 2.

6.26 The Watford District Plan specifies the following maximum standards for residential development proposals within Zone 4:

- 1-bed units = 1.25 spaces per dwelling
- 2-bed units = 1.5 spaces per dwelling

6.27 Applying the above requirements, the maximum parking provision for the development should not exceed 6no. spaces (i.e. 5no. allocated spaces and 1no. unallocated space). The quantum of car parking spaces proposed to serve the development would fall within the maximum parking standards and is considered to be a reasonable level of provision.

6.28 Hertfordshire County Council have been consulted and have raised no objection to the scheme. Highways officers consider that the scheme would not result in a significant impact upon the local road network.

*Impact upon on-street parking*

6.29 The proposal would result in the loss of a circa 15 metre section of on-street car parking along the southern side of Lych Gate, capable of accommodating 3no. vehicles. The proposals would also result in the demolition of 11no. existing garages.

6.30 The applicant has stated that the existing 11no. garages are in private ownership and are small in size, measuring 2.35m x 5m. The applicant has stated that these garages are in use for storage purposes and not the parking of motor vehicles.

A supporting statement has been submitted from the managing surveyors of the garages to verify their use, size and condition.

- 6.31 A parking stress survey has been undertaken and submitted as part of this planning application. The results of the parking stress survey revealed that the demand for on-street car parking did not exceed actual supply, with there being an average of 11no. spare spaces in the study area. As aforementioned, the garages are not generally used for the storage of vehicles due to their size limitations and poor condition. The development proposals have not been found to result in demand exceeding capacity on the local highway network and the 3no. displaced vehicles from the current on-street parking in front of the application site could be accommodated within existing capacity.
- 6.32 Plans depict 4no. cycle stores for the proposed 4no. units, 3no. of which are positioned adjacent to the east of the proposed block in a dedicated gated area and 1no. of which is sited adjacent to the west of the block. Each store would allow up to two cycles to be securely stored. The Council would expect these stores to be lockable and a condition is hereby attached to ensure details of enclosure and materiality are submitted to the Council for approval prior to occupation of the development.
- 6.33 Refuse/recycling stores are shown to be positioned to the eastern side of the proposed development in the front garden area for a 240litre and 140litre bin per dwelling. Refuse collection will be made off Lych Gate, in a similar arrangement to neighbouring properties. Details of these refuse stores will be secured by way of condition.
- 6.34 (f) Trees and Landscaping
- 6.35 Landscaping measures are proposed to the front, sides and rear of the proposed flatted block. Permeable surfacing is proposed to the front for the parking spaces, access and footpaths. Ornamental tree planting is proposed to the front of the building to enhance visual amenity along the streetscene, and tree planting is similarly proposed to the rear. Screening is proposed to the side boundaries in the form of close boarded timber fencing to a height of 1.8 metres, together with beech, laurel and yew hedging. Low level evergreen hedging is proposed to the front of the development to provide a visual buffer between the parking areas.
- 6.36 A Norway Maple tree is identified on land adjacent at 10-26 Cedar Court, which is designated as a Category B tree, with significant visual amenity value. The Council's arboricultural officer has assessed the proposals, finding that the proposed construction of the development would have limited impact to the root protection area (RPA) and canopy extent.

6.37 The Council's arboricultural officer recommends that new hardstanding be constructed to no-dig construction methods to standards compliant with BS5837 to minimise damage to the tree's root system, together with additional details of the specification for the ground protection to the area around the RPA. Council's arboricultural officer recommends that the Arboricultural Method Statement and Tree Protection Plan is revised and re-submitted to the Council for further assessment and that this be dealt with via a pre-commencement condition, as set out in Section 8.

## 7. Consultation Responses Received

### 7.1 Statutory Consultees and Other Organisations

Name	Officer's Comment
Hertfordshire County Council Highways Team	No objections to the scheme, subject to the imposition of a number of informatives.

### 7.2 Internal Consultees

Name	Officer's Comment
Waste and Recycling Team	Confirmation of refuse / recycling requirements.
Environmental Health Team	No objections to the scheme, subject to the imposition of conditions and informatives in relation to requirement for a pre-commencement contaminated land risk assessment and pre-occupation remediation scheme to be submitted to the local planning authority. The recommended conditions are attached.
Arboricultural Officer	No objection to the proposals, subject to the attachment of a pre-commencement condition (in relation to the requirement for a revised Arboricultural Method Statement and Tree Protection Plan).

### 7.3 Interested Parties

Letters were sent to 41no. properties in the surrounding area. Responses have been received from 12no. properties. The main comments are summarised below (the full comments/letters are available to view online):

Comments	Officer's Response
<p>Exacerbation of on-street car parking pressures and highways concerns principally along Lych Gate but also in nearby The Glebe in terms of safety (between intended users and other residents) and capacity to serve the existing flats.</p>	<p>The Highway Authority have not raised concerns or objections in relation to traffic generation or road safety.</p> <p>Maximum parking standards seek to prevent increased traffic generation. The provision of a total of 5no. parking spaces to serve the development is in accordance with policy.</p> <p>The proposal would result in the loss of a circa 15 metre section of on-street car parking along the southern side of Lych Gate, capable of accommodating 3no. vehicles. The proposals would also result in the demolition of 11no. existing garages.</p> <p>The results of the parking stress survey revealed that the demand for on-street car parking did not exceed actual supply, with there being an average of 11no. spare spaces in the study area.</p> <p>See paragraphs 6.23-6.31), above, relating to access, servicing and parking provision.</p>
<p>Overdevelopment</p>	<p>The density of the proposal is considered to be compatible with the general scale and design of neighbouring properties and is not considered to represent overdevelopment of the site.</p>
<p>Loss of privacy / outlook</p>	<p>The proposal has been designed so as not to give rise to any significant or unacceptable loss of amenity, privacy or outlook to the</p>

	<p>surrounding properties.</p> <p>See paragraphs 6.18-6.22 above, relating to impacts on surrounding properties.</p>
Noise and disturbance resulting from construction activity	<p>The Environmental Protection Act, the Control of Pollution Act and the Highways Act control the matters of disruption raised and an informative is attached to this effect.</p> <p>Any disruption during construction works would be temporary and a construction management plan would be secured by way of condition.</p>

## 8. Recommendation

That planning permission be granted, subject to the conditions listed below:

### 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:

LGW-21- L02 – Proposed Ground Floor Plan  
 LGW-21-L03A – Proposed First Floor Plan  
 LGW-21-04A – Proposed Elevations  
 LGW-21-05A– Proposed Elevations  
 LGW-21- L01 – Proposed Site Plan  
 LGW-21- LP01 – Site Location Plan

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

3. No development on site shall commence until a construction management plan setting out details of any demolition works, removal of materials from site, parking for all contractors, subcontractors, visitors and delivery vehicles, storage of materials and to ensure that Lych Gate shall be maintained available for use at all times during the period of site works, has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented at all times during development works.

Reason: To minimise danger, obstruction and inconvenience to users of the highway, and for the free and safe movement of vehicles. This is a pre-commencement condition to ensure that the proposed measures during construction are satisfactory and are agreed with the Local Planning Authority before construction commences.

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

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

5. No development on site shall commence until details in the form of an updated Arboricultural Method Statement and Tree Protection Plan in respect of tree protection measures (including ground protection) relating to the tree located adjacent to the site have been submitted to and approved in writing by the Local Planning Authority. The tree protection measures approved under this condition shall be implemented prior to the commencement of any works and shall be maintained as such at all times whilst the construction works take place.

Reason: To ensure the existing tree which makes a positive contribution to the visual amenity of the area is retained and not harmed by the development in accordance with saved Policy SE37 of the Watford District Plan 2000. This is a pre-commencement condition to ensure that the proposed tree protection measures are satisfactory and agreed by the Local Planning Authority before construction commences.

6. No development approved by this planning permission 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.

7. 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, in accordance with

saved Policy SE24 of the Watford District Plan 2000 and Paragraph 170 of the NPPF, 2019.

8. No dwelling shall be occupied until details of the cycle stores and refuse stores have been submitted to and approved in writing by the Local Planning Authority and such stores have been constructed in accordance with the approved drawings. The stores shall be retained as approved at all times thereafter.

Reason: To ensure adequate facilities are provided for the future occupiers, in accordance with saved Policies SE7 and T10 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing 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 does not contribute to and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site, in accordance with saved Policy SE24 of the Watford District Plan 2000 and Paragraph 170 of the NPPF, 2019.

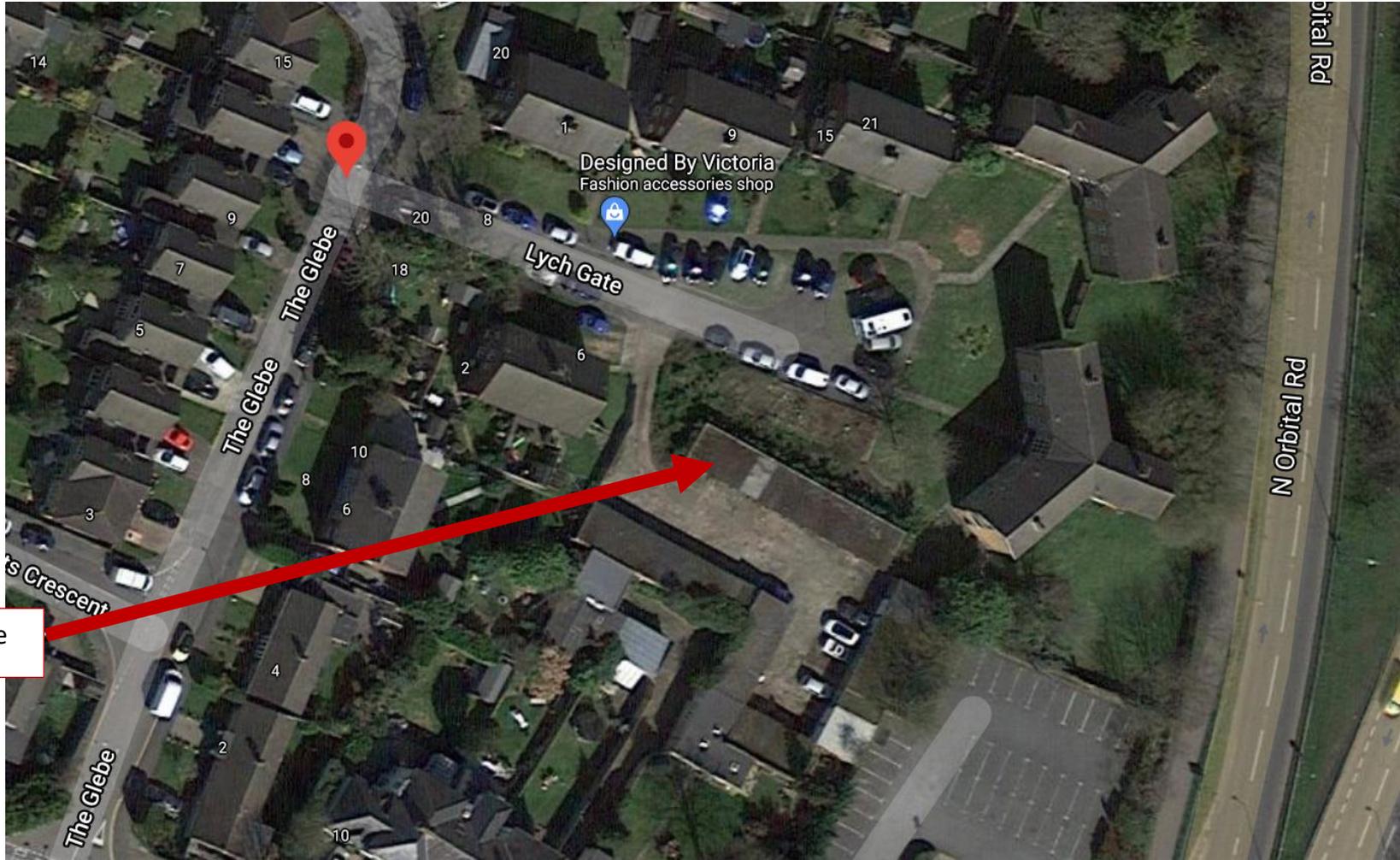
10. The two side-elevation windows at first floor level (as annotated on plan ref: LGW-21-L03A) shall be installed and retained with obscure-glazing and shall be non-opening other than in parts of the windows which are more than 1.7 metres above the internal floor level of the rooms in which the windows are installed prior to first occupation and retained for the lifetime of the development.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and the Residential Design Guide 2016.

### Informatives

1. IN907 - Positive and proactive statement - GRANT
2. IN910 - Building Regulations
3. IN912 - Hours of Construction

4. IN909 - Street Name and Numbering
5. IN913 - Community Infrastructure Level Liability
6. IN808 – Vehicular Crossover
7. HIGH – Storage of Materials – Highway
8. OBSHIG – Obstruction of the Highway
9. MUD – Mud on highway



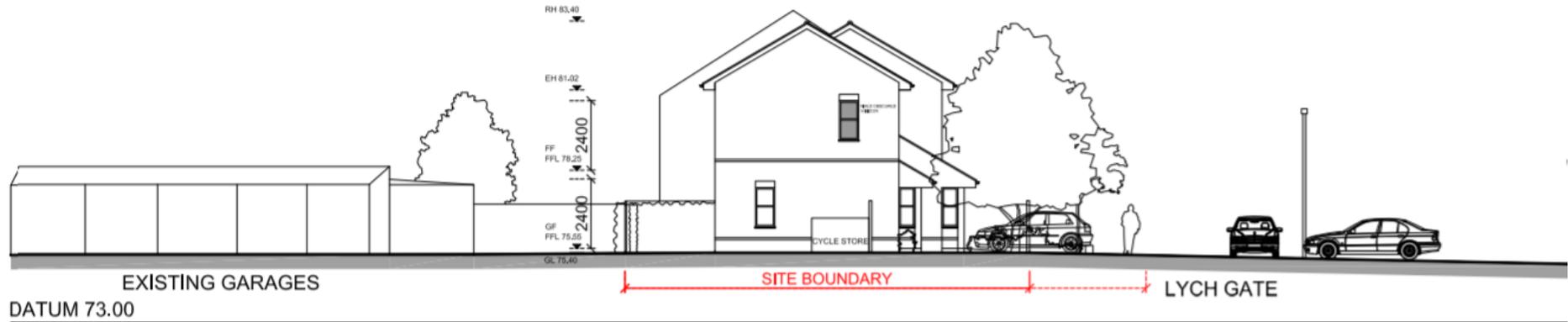
Application Site

**Aerial View of Application Site – Google Earth**

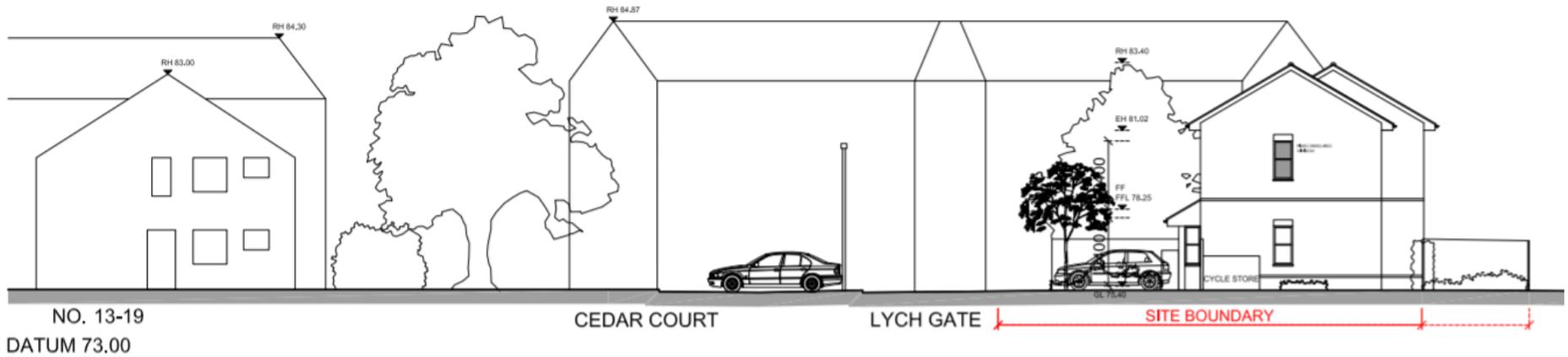




**Proposed Elevations**



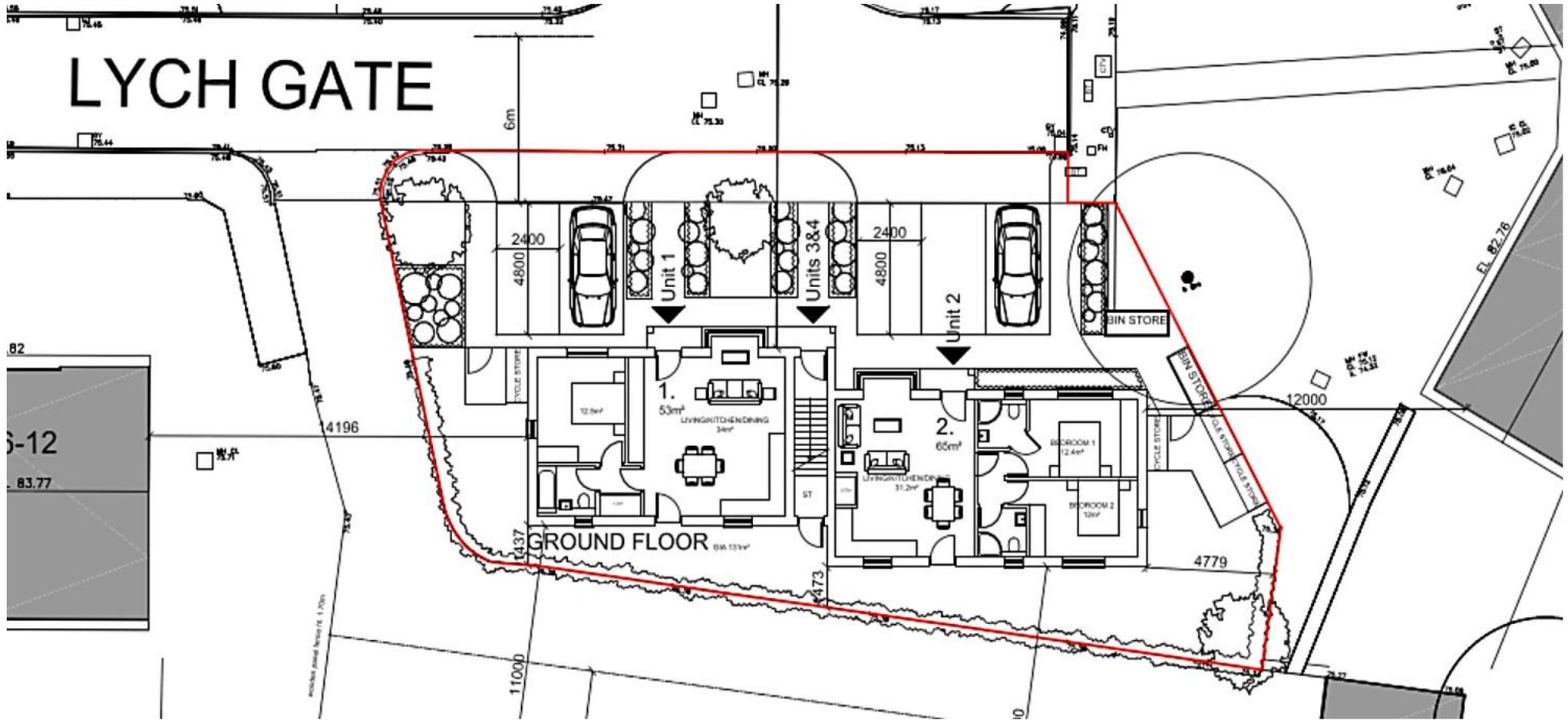
SOUTH EAST ELEVATION (SIDE ELEVATION)



NORTH WEST ELEVATION (SIDE ELEVATION)

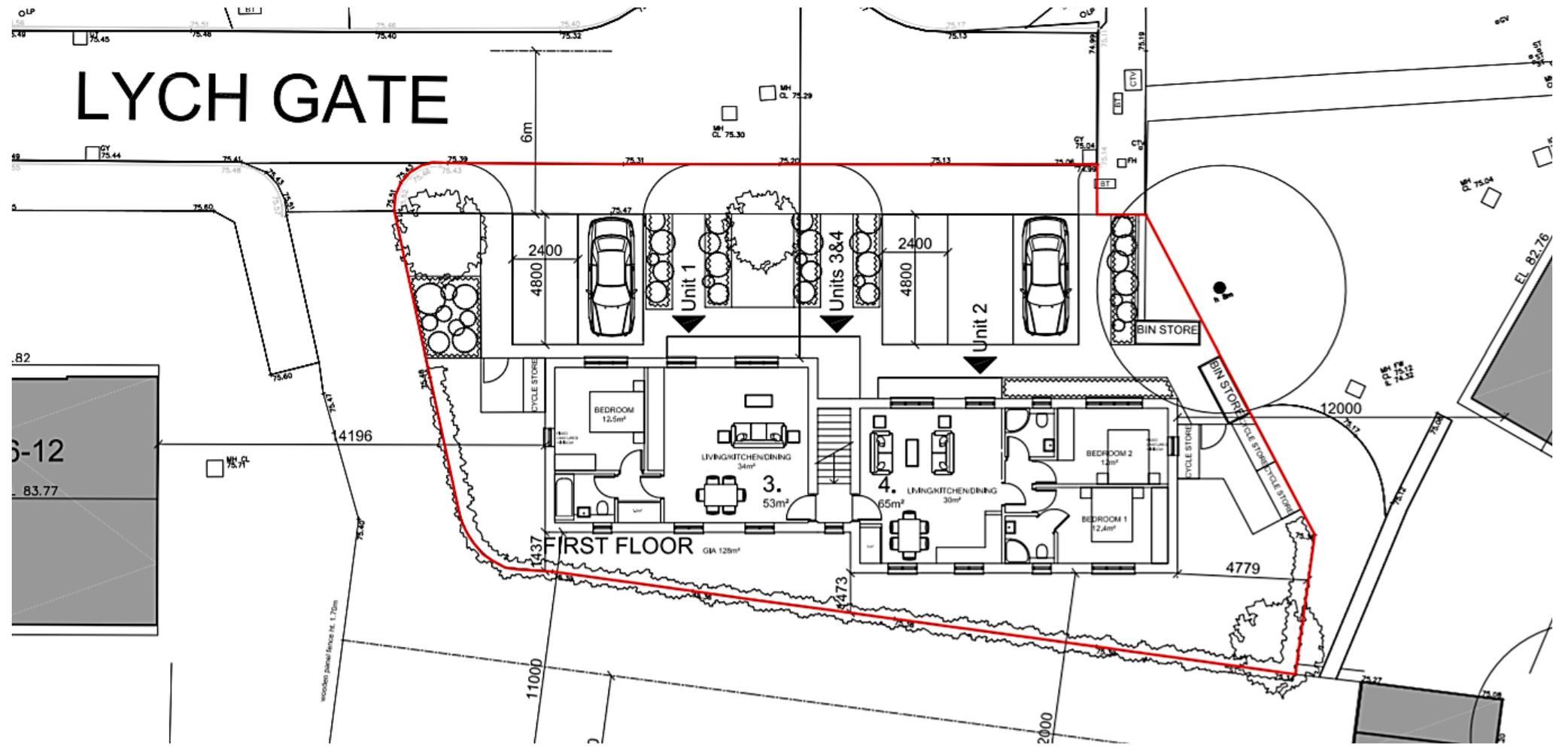
**Proposed Elevations**

# LYCH GATE



Proposed Ground Floor Plan

# LYCH GATE



**Proposed First Floor Plan**