



**WATFORD
BOROUGH
COUNCIL**

DEVELOPMENT MANAGEMENT COMMITTEE

6 January 2021

7.00 pm

Virtual

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Committee Membership

Councillor P Jeffree (Chair)

Councillor S Johnson (Vice-Chair)

Councillors N Bell, K Collett, M Mills, J Pattinson, I Sharpe, R Smith and M Watkin

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 2 December 2020 to be submitted and signed at the next meeting to be held at the Town Hall.

4. 20/00663/FULM - Cassiobury House, 11 - 19 Station Road, (Pages 5 - 38)

5. 20/01156/OUTM Land To The Rear Of Ye Corner Watford WD19 4BS (Pages 39 - 58)

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.

Committee date	6 January 2021
Application reference Site address	20/00663/FULM - Cassiobury House, 11 - 19 Station Road, Watford, WD17 1AP
Proposal	Demolition of existing building and development of two linked buildings comprising hotel (Use Class C1) and office (Use Class E) with flexible use (Use Class E) at ground floor level, including basement and surface level car and cycle parking and associated access changes (AMENDED DRAWINGS)
Applicant	Cassio Watford Limited
Agent	Tellon Capital
Type of Application	Full Planning Permission
Reason for committee Item	Major Application
Target decision date	7 January 2021
Statutory publicity	Watford Observer, Neighbour Letters and Site Notice
Case officer	Andrew Clarke, andrew.clarke@watford.gov.uk
Ward	Central

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 site is located on the southern side of Station Road at the junction with Westland Road, close to Watford Junction Railway Station. To the rear are residential dwellings on Canterbury Road and Westland Road. Adjacent to the west of the site is an office building known as 21 Station Road. The site has a footprint of 0.2385 hectares and contains a 5 storey office building which dates from the 1970's.
- 2.2 The site is not within a Conservation Area and contains no heritage assets. On the north side of Station Road is Benskins House (O'Neill's Public House) which is a Grade 2 Listed Building and a two storey building at 6 Station Road which dates from 1909 and is locally listed. The site is within Special Policy Area 1 which covers Watford Town Centre. The site is also within a designated Employment Area.

3. Summary of the proposal

3.1 Proposal

To erect a new building comprised of a 13 storey, 168 room hotel comprising 6,165m² (gross internal floor area) alongside an 8 storey office building comprising 5,154m² (gross internal floor area). Parking would be provided at basement level and ground levels with modified access from Westland Road. Landscaping would be provided at ground floor level to the rear of the site adjacent to the residential uses.

3.2 Conclusion

The principle of demolishing the existing building, which is of limited architectural merit, and its replacement with a contemporary building, which provides a significant increase in quality and quantity of office floor space alongside a 168 bedroom hotel which serves the business community focussed on Clarendon Road and the surrounding employment area as well as the town centre, is considered acceptable in principle.

3.3 The proposal has been the subject of detailed pre application discussions and has been reviewed by Watford's independent Place Shaping Panel. The applicant has worked with officers in response to the conclusions of the Place Shaping Panel to improve the massing of the proposal and reduce the potential impact to neighbouring residential amenity.

3.4 The proposed building which would be finished in brick with glazing would have a high quality appearance integrating with and enlivening the public realm and enhancing the character and appearance of this prominent, highly accessible and sustainable location close to Watford Junction Railway Station and the bus interchange.

3.5 The proposal has been carefully designed to optimise the potential for the employment site whilst ensuring that amenity for occupants of surrounding residential is not unduly prejudiced.

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 The agent sought pre-application advice prior to submitting this proposal.

5.2 The application was reviewed by Watford's independent Place Shaping Panel on 29th September 2020.

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) Trees and landscaping
- (d) Impact on surrounding properties
- (e) Heritage assets
- (f) Transport, access and servicing
- (g) Car and cycle parking

6.2 (a) Principle of the use

The site is within the Town Centre Special Policy Area (SPA1) designated in the Core Strategy and within an allocated employment area (E7a) in the Watford District Plan 2000. The office floor space provided would be 39% larger than the existing provision. The increase in quality and quantity of office floor space is in accordance with Policy EMP1 of Watford's Core Strategy and policy E1 of the Watford District Plan.

6.3 The proposed hotel use would support the employment uses in the area, create jobs, be compatible with the office uses and would regenerate the area. Alongside this, the overall redevelopment of the site would result in an increase in employment/office floor space. For these reasons the hotel use would qualify as an exception to the preference for office uses as outlined in Policy EMP2 of Watford's Core Strategy which relates to employment land. The development would enhance Watford's role as a regional employment centre and encourage people to visit and stay in Watford.

6.4 (b) Scale and design

The proposed development achieves a high quality, functional and efficient design which is appropriate for this prominent and important site. The proposal was subject to independent design review by Watford's Place Shaping Panel in September 2020. The panel's report is attached at appendix 2. The panel supported the overall approach to the development, but suggested that a number of adjustments to ensure a high quality design. These suggestions were:

- To the massing on the west side improving the relationship between elements.

- For more articulation and fenestration to the elevation facing houses on Canterbury Road
 - To create green space to the rear courtyard and provide more trees.
 - For fewer parking spaces and relocation of cycle store
 - To relocate the refuse store
- 6.5 The proposal is for one U shaped building comprised of offices and a hotel. The office would be at the corner of Westland Road and 8 storeys high, stepping down to 4 storeys along Westland Road transitioning to the neighbouring residential development. The hotel element would be 13 storeys towards the middle of the front elevation with a lower 7-storey wing to the west which steps down from 8 to 7, 4 then 1 storey towards the rear of the site. The 8-storey office element has taller floors, therefore the 8-storey element is equivalent to 10 hotel storeys.
- 6.6 Scale and massing vary significantly in the area surrounding the site. Clarendon Road and the south side of Station Road are characterised by large individual plots containing taller office developments. The area to the rear is characterised by lower, finer grain residential development.
- 6.7 On the opposite corner of Westland Road is Junction Court, a 6-storey mixed use building which was completed in 2016. The adjoining site to the other (west) side known as 21 Station Road contains a 4- storey office building which was granted planning permission in the late 1960's. The proposed building height fronting Station Road responds to this neighbouring context by being lower at either side where it comes into closer proximity with existing neighbours, thereby avoiding overly abrupt differences in height without prejudicing future redevelopment.
- 6.8 In the vicinity of the site is the TJX Europe Headquarters building, opposite Watford Junction Railway Station, which appears as 3 distinct forms varying in height with the tallest being 12 storeys. The subject building would be of a similar height to the middle height block, which is approximately 8 metres lower than the tallest element. These new TJX Europe Headquarters were granted planning permission in 2017 and are nearing completion (application reference 17/00558/FULM).
- 6.9 On Bridle Path, opposite the subject site, behind the north side of Station Road is an 8 storey (Holiday Inn Express) hotel. Planning permission has also been granted for a 9-storey hotel at 7 – 15 Bridle Path (application reference: 16/01046/FULM) and a 14-storey mixed use building at 33 Bridle Path (application reference: 18/00409/FULM) adjacent to the railway line. At 26 to 28 Station Road on the corner of Station Road and St Albans Road planning

permission has been granted for a 7-storey mixed use building (application reference: 19/01450/FULM).

- 6.10 The proposal accords with the guidance in the Skyline SPD – Watford's Approach to Tall Buildings and is in an area where taller buildings are considered acceptable in principle.
- 6.11 The existing building is raised above ground level and accessed via steps and ramps from Station Road. The proposed ground floor level would be lowered by approximately 1 metre bringing it more broadly in line with the level of the street. Steps would still be included as Station Road rises slightly to the west. This adjusted ground level and the double height glazing at ground level to the office reception and hotel bar / restaurant would enliven the street scene and provide natural surveillance interacting well with the public realm, unlike the existing building. The car parks at ground and basement levels would also be lower at the rear boundary with the neighbouring gardens.
- 6.12 The existing building has a stepped design with protruding, recessed and cantilevered elements to both elevations which face the public realm. The proposed building lines are much clearer. The proposed building would be in line with the existing building facing Station Road. The Westland Road elevation would be brought forward slightly to align with the adjoining dwellinghouses at 4 to 10 (evens) Westland Road.
- 6.13 At ground floor level, the entrance to the offices would be at the front corner of the building with a spacious foyer reception beyond. An additional commercial unit within the foyer can be accessed either externally as a standalone unit, or internally as part of the building's accommodation. The hotel entrance faces Station Road with the hotel reception and bar / restaurant at ground level.
- 6.14 The first floor is the beginning of the main accommodation for both uses. The office consists of open plan commercial floor space, with facilities accessed from within the main circulation core. The layout and positioning of the core allows for future flexibility and possible splitting on the floor plate for either one or more tenants. The hotel is all visitor accommodation from the first level up. There are 168 rooms which include easy access and accessible rooms.
- 6.15 The fifth office storey is cut back from the south elevation and accesses an external roof terrace which is well set back from the edges of the building. A similarly set back roof terrace exists for office users at ninth floor level. The hotel has no such external roof terraces.

- 6.16 The elevational treatments take their cues from both the historic vernacular and the need to respond to the immediate context of more contemporary buildings. The building would have an identifiable top-middle-bottom hierarchy with visually lighter tops. The building would have strong, rhythmical vertical proportions with horizontal banding framing the windows. The front facing Station Road elevation would have a grounded brick framework with inset glazing.
- 6.17 The elevation facing Westland Road has been designed to transition between the employment area and the residential area to the rear with a lower four storey wing with smaller windows adjacent to the existing housing.
- 6.18 The main visible external building and west wing finish is brickwork. The office part of the building would be buff brick, taking Benskin's House (O'Neill's Public House) as a precedent. The taller hotel part would have a more contemporary light grey brick. The lower 4 storey wing to the east would be finished in render. Appropriate materials and design details will be secured by condition.
- 6.19 (c) Trees and landscaping
The site contains no protected trees. There are three existing trees on the site. To the front corner is an Ash Tree and further along Westland Road are two silver birch trees. The Ash tree is by far the most visually significant. All three trees have been identified as category B trees. The trees are within brick pits and are all growing away from the building due to a lack of light, however they are currently in good condition and vigour.
- 6.20 All three trees are would be removed as part of the proposal as the footprint of the building is proposed to be extended over the ground on which the trees are growing. Retaining these trees does compromise redevelopment of the site. Even if the building footprint was not going to extend into the areas that these trees are growing, the longevity of these trees is already compromised by the lack of available suitable rooting area in their current situations and as such despite their current condition their safe useful life expectancy is compromised. Watford Borough Council's Arboricultural officer is satisfied with the removal of these trees subject to suitable replacements being planted.
- 6.21 To compensate for this loss, the applicant has proposed a row of 6 trees within a green buffer which is to the rear of the site adjacent to numbers 7 to 15 (odds) Canterbury Road. This row of trees would act as a buffer to the adjacent residential dwellinghouses. The replacement of each tree to be

removed with two is considered acceptable. Details of all soft landscaping including trees which are of a suitable type and maturity will be secured by condition.

6.22 (d) Impact on surrounding properties

To the north and east the subject site is bound by public realm. To the west the site is adjacent to 21 Station Road which contains a 4-storey office building. This neighbouring office building is set in 4 metres from the shared boundary by an access road which leads to their rear surface parking. The proposed hotel would be set in 2.5 metres from this shared boundary, resulting in a 6.5 metre separation between the buildings. This separation between buildings on Station Road is acceptable. The hotel does contain west facing rooms. The outlook and daylight to some of these rooms may be compromised by the neighbouring building, though this is not considered unacceptable given the use as hotel rooms.

6.23 The main consideration in terms of potential impact relates to the residential properties at 7 to 15 (odds) Canterbury Road to the south and Junction Court to the east.

6.24 The rear garden boundaries of numbers 7 to 15 (odds only) Canterbury Road and the flank side boundary of 4 Westland Road adjoin the southern boundary of the subject site. These properties are all Victorian in style dating the late nineteenth century. They are two-storey in height with pitched roofs. Some of these have accommodation at loft level within forward facing dormers. The properties on Canterbury Road are orientated north to south, with their rear (north) elevation facing the rear of the proposed development. The northern side boundary of Number 4 Westland Road is a continuation of the rear boundary line of 7 to 15 (odds) Canterbury Road. Numbers 4 to 10 (evens) Westland Road are perpendicular to Station Road backing onto the side boundary of 15 Canterbury Road. Number 10 Westland Road is at the junction of Canterbury and Westland Roads.

6.25 Of the addresses referred to above, three addresses remain as single dwellinghouses. The following are not:

- 4 Westland Road has been subdivided into four flats.
- 6 Westland Road has been converted into a 7-person house in multiple occupancy.
- 8 Westland Road has been subdivided into two flats.
- 7 Canterbury Road has been subdivided into two flats.
- 11 and 13 Canterbury Road have been joined to form one large dwellinghouse.

- 6.26 A daylight/sunlight assessment following the British Research Establishment's (BRE) best practice guidance has been undertaken assessing the Vertical Sky Component (VSC) and Average Daylight Factor (ADF) to all existing residential windows within the surroundings.
- 6.27 The VSC measures the percentage of sky visible from the centre of the window. The ADF is a measure of the distribution of daylight within a room, and accounts for factors such as the size of a window in relation to the size of the room and the number of windows.
- 6.28 The BRE daylight and sunlight guidance was established in relation to a sub-urban environment. As such, the default nationwide BRE numerical criteria are based on 25-degree development angles, which are frequently inappropriate, and indeed unachievable, in urban areas. This is openly acknowledged by the BRE guide itself which advises that the guidelines be interpreted flexibly noting that "in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable". Given the urban location of the development, this report considers the VSC and ADF calculations.
- 6.29 *7 to 15 (odds) Canterbury Road*
The properties at numbers 7 to 15 Canterbury Road lie to the south of the proposed development. These properties would receive good levels of sunlight to their principal front elevations all year round with sunlight to the rear being limited and only around the summer solstice. Given this orientation the shadows cast by the proposal would be primarily northwards over Station Road.
- 6.30 Although all Victorian in style, these properties differ in proportions with some having been extended to the rear. All of these properties have two-storey outriggers. The rear gardens of these properties have a modest depth. The rear facing first floor windows to the outriggers vary from 6.4 to 10.4 metres from the rear boundary. Their first floor rear facing windows, not within the outriggers vary from 13.6 to 14.4 metres.
- 6.31 The independent Place Shaping Panel suggested adjustments be made to the massing on the west wing and the layout of the surface level area to the rear to improve the relationship between the development and these properties on Canterbury Road. In response, the agent made changes to the massing, moving volume from the rear to the front of the building and reconfigured the ground floor rear area moving the refuse store away from neighbouring property boundaries and including a 3.5 metre wide tree lined green buffer to the rear.

- 6.32 The existing office building is positioned 20 metres from the shared boundary. The 13 storey element of the proposal would be positioned 25.5 metres from the same boundary, an increased separation of 5.5 metres. The western wing of the proposed building would sit to the rear of numbers 7 and 9 Canterbury Road. This stepped wing would be 12.5 metres from the boundary at first to third floor levels and 16.1 metres at fourth to sixth floor levels. The brick finished western wing has a window at each level which would be at the end of the hotel corridor. To restrict any potential overlooking a condition requiring these windows to be obscured glazed has been agreed with the agent. The ground floor level adjoining the rear boundary would be lowered by approximately 1 metre.
- 6.33 The daylight / sunlight assessment submitted considers the effect on all 46 windows to the rear of these properties. The VSC calculations within the daylight / sunlight assessment show that there would be a reduction the percentage of sky visible from many of the rear facing windows by virtue of the height of the proposal. This would be more significant to some windows than others, though overall the average reduction in light to these windows is not considered to result in unacceptable light levels. The ADF measurement demonstrates that the actual daylight within rooms would be marginally reduced though the existing levels of light to most of these windows already falls below BRE recommendations.
- 6.34 The case officer does not dispute that the BRE 25 degree angle is not maintained and accepts that some loss of light would result to the rear of these properties, though this needs to be considered against the facts that the front elevations of these dwellings would suffer no detriment, the rear gardens are of modest depth, some rooms have more than one window, many windows to the rear are to non-habitable rooms including sideways facing windows on outriggers.
- 6.35 The relationship between the tall office buildings within the Clarendon Road / Station Road employment area and the adjoining two storey housing is sensitive and one that requires careful consideration in respect of new development proposals. In this case the applicant has made substantial amendments to the design throughout the development of the design to further mitigate any potential harm with particular regard to numbers 7 to 15 Canterbury Road. On balance the impact to these five dwellings is considered acceptable.
- 6.36 *4 to 10 Westland Road (evens)*

The properties are also all Victorian, differing in proportions with some having been extended. The northern side boundary of number 4 is in line with the rear boundaries of numbers 7 to 15 (odds) Canterbury Road. Number 4 Westland Road, which has been subdivided into 4 flats contains no side (north) facing habitable room windows. The eastern wing of the proposal adjacent to this neighbour would have the same depth as the existing building, though would be lower in height by virtue of the lowered ground level. The proposed front elevation would be brought into line with this row of houses. The proposal would cause no significant harm to light or outlook for these properties.

6.37 *Junction Court, 9 Station Road*

This 6-storey mixed use building contains 14 flats and was completed in 2016. It occupies the opposite corner of Westland Road to the east of the subject site with its windows positioned on the boundary with the public highway. As a side road Westland Road, unlike Station Road is relatively narrow at approximately 12 metres in width.

6.38 This building currently receives uncharacteristically high levels of existing daylight for a development within an urban area given the setback and height of the existing building on the subject site. This means any reasonable increase in height on the north-east corner of the subject site is unavoidably going to cause some reduction to existing daylight levels that depart from default BRE recommendations.

6.39 In terms of VSC to the windows facing Westland Road, 13 would experience daylight reductions of less than 20% their existing value, 3 experience reductions between 20% to 29%; 3 experience reductions between 30% to 39% and 21 experience reductions greater than 40%.

6.40 In terms of ADF, the actual daylight within rooms would remain acceptable, nevertheless the reduction of daylight to the majority of windows facing the subject site would be noticeable for occupants. Nevertheless the proposed building is set back 1.5 metres from its boundary with the public highway and it is key to consider that, notwithstanding whether there is a noticeable change in daylight, the retained daylight levels will continue to provide acceptable living standards to the dwellings within Junction Court.

6.41 The proposal includes two roof level terraces, one on the east wing at 5th floor level and one at 9th floor both serving the office development. These terraces are well set in from the side and rear boundaries. As such they would cause no overlooking of private gardens. A condition requiring detailed drawings of the enclosure of these terraces would ensure no overlooking.

- 6.42 The residential properties on the south side of Canterbury Road, the east side and further south along Westland Road and roads to the south would suffer no significant loss of amenity given their distance from the development.
- 6.43 (e) Heritage assets
On the north side of Station Road is Benskins House (O'Neill's Pubic House) which is a Grade 2 Listed Building and a two storey building at 6 Station Road which dates from 1909 and is locally listed. The agent has addressed the matter of heritage within their design and access statement and have provided CGI's of the development from Benskins House. These demonstrate that the redevelopment of the site would only improve the setting of these two heritage assets.
- 6.44 (f) Transport, access and servicing
The site is located in a highly accessible and sustainable location close to Watford Junction Railway Station and the bus interchange. Travel to the site by public transport is therefore possible by train (Avanti West Coast, London Northwestern, Southern and London Overground services) and numerous bus services serving north London and Hertfordshire. The site is therefore ideally situated for commuters travelling to the site to work.
- 6.45 Vehicle access to the site will remain from Westland Road which is a one way street leading out onto Station Road. The alignment of Westland Road adjacent to the site would require modification in order to create a loading bay for the development. Loading would not be possible from Station Road.
- 6.46 The detailed Transport Assessment submitted with the application demonstrates that these access and servicing arrangements are acceptable and will not have any adverse impact on Westland Road or Station Road. Hertfordshire County Council as the Highway Authority have agreed the new layout in principle. These works can be secured as part of a s.278 highways agreement.
- 6.47 (g) Car and cycle parking
The existing site includes a basement and ground level car park with 118 spaces serving the existing office building. The subject proposal proposes 85 spaces, 66 for the office and 19 for the hotel.
- 6.48 Based upon the Council's current maximum parking standards in the Watford District Plan, and the location of the site within Parking Zone 2, the maximum number of spaces allowed would be 86 for the office and around 100 for the

hotel (depending on exact staff numbers, restaurant and bar area). The provision of 85 car parking spaces is considered acceptable.

- 6.49 The proposal also includes a designated store for 40 cycles in the basement for use by the office. 6 spaces are provided to the rear of the hotel for use by staff. The cycle storage is considered acceptable. A Beryl Bike stand to the front of the building encourages users of both the office and the hotel to cycle.
- 6.50 The application is accompanied by a framework Travel Plan for the proposed development, to actively promote sustainable modes of travel to the site for employees and visitors. A detailed travel plan is required by condition and a financial payment to Hertfordshire County Council of £6,000 is required for the long term monitoring of the Travel Plan

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment
Hertfordshire Constabulary	Asked what kind of hotel this would be and noted rough sleeping in car parks in the area.
Hertfordshire County Council (Growth and Infrastructure)	No objection.
Hertfordshire County Council (Highways Authority)	Requested Road Safety Audit, swept path analysis of parking spaces and clarity on cycle parking spaces. These details were provided and no further response was received. Conditions proposed for detailed travel plan and construction management plan. Financial contribution proposed for monitoring of travel plan.
Hertfordshire County Council (Lead Local Flood Authority)	Consulted and re-consulted with additional information as requested. Objection not removed. Pre-commencement condition proposed to resolve this matter.
Thames Water	No objection.

7.2 Internal Consultees

Name of Internal Consultee	Comment
Arboricultural Officer	The Arboricultural Officer has no objection to the proposal subject to replacement trees.
Environmental Health	Requested an acoustic survey to ensure to ensure acceptable internal noise levels. Acoustic survey was provided depicting acceptable levels no further response was received.
Waste and Recycling	No response received. Commercial refuse collection required.

7.3 Interested parties

The application was consulted upon in July 2020. Following amendments the application was re-consulted upon in November 2020. All persons who were consulted originally and all persons who responded were included in the re-consultation. Letters were originally sent to 98 properties in the surrounding area. Responses in objection have been received from 39 persons at 30 addresses. 6 objected to both rounds of consultation and are included once in the 39 objectors. All persons who objected in the second consultation objected in the first round.

An online petition which required persons to enter a name, address and email attracted 255 signatures. Link: <https://chactiongroup.uk/>

The main comments raised in the objections are summarised in the table below.

Comments	Officer response
Overdevelopment / Too many hotels	The principle of the development is considered acceptable as explained in section (a) of the report.
Loss of light, privacy and overlooking to nearby residential properties opposite.	The impact to neighbouring amenity is considered acceptable. See section (c) of the report.
Height and Design.	The height and design are considered acceptable. See section (b) of the report.
The proposed increase in car parking on the site will	Car parking is reduced, vehicles cannot park in residential parking

exacerbate existing traffic problems in the area.	zones and servicing via Westland Road is considered acceptable. See sections (e) and (f) of the report.
Loss of trees.	Replacement trees would be planted. See section (g) of the report.
Impacts from construction noise and dust.	The Environmental Protection Act, the Control of Pollution Act and the Highway Act control the matters of disruption raised.
Pressure on Local services.	The hotel part of the development is CIL (Community Infrastructure Levy) liable. This levy is used to help the local authority to deliver the infrastructure needed to support development in their area.

8. Recommendation

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

Section 106 Heads of Terms

- i) To secure a financial payment to Hertfordshire County Council of £6,000 for the long term monitoring of the proposed Travel Plan for the site.

Conditions

1. Three Years

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. Approved Drawings and Documents

The development hereby permitted shall be carried out in accordance with the following approved drawings and documents:

- Drawing No: 17259-0200. Revision: P-00
- Drawing No: 17259-0300. Revision: P-02
- Drawing No: 17259-0301. Revision: P-00
- Drawing No: 17259-0302. Revision: P-00
- Drawing No: 17259-0303. Revision: P-00
- Drawing No: 17259-0304. Revision: P-00
- Drawing No: 17259-0305. Revision: P-00
- Drawing No: 17259-0306. Revision: P-00
- Drawing No: 17259-0307. Revision: P-00
- Drawing No: 17259-0308. Revision: P-00
- Drawing No: 17259-0309. Revision: P-00
- Drawing No: 17259-0310. Revision: P-03
- Drawing No: 17259-0311. Revision: P-03
- Drawing No: 17259-0312. Revision: P-02
- Drawing No: 17259-0313. Revision: P-01
- Drawing No: 17259-0316. Revision: P-02
- Drawing No: 17259-0317. Revision: P-02
- Drawing No: 17259-0318. Revision: P-02
- Drawing No: 17259-0319. Revision: P-01
- Drawing No: 17259-0321. Revision: P-02
- Drawing No: 17259-0322. Revision: P-02
- Drawing No: 17259-0323. Revision: P-02
- Drawing No: 17259-0324. Revision: P-02
- Drawing No: 17259-0340. Revision: P-03
- Drawing No: 17259-0341. Revision: P-03
- Drawing No: 17259-0351. Revision: P-04
- Drawing No: 17259-0352. Revision: P-03
- Drawing No: 17259-0371. Revision: P-03
- Framework Travel Plan by Transport Planning Associates. Dated: June 2020
- Transport Statement by Transport Planning Associates. Dated: June 2020
- Technical Note by Transport Planning Associates. Dated: August 2020
- Energy and Sustainability Report by Hoare Lea. Dated: 7 May 2020
- Environmental Noise Assessment by Hoare Lea. Dated: 6 May 2020

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

3. Flood Risk

No development works shall commence until the details of a surface water drainage scheme for the site have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy SD2 of the Watford Local Plan Core Strategy and Chapter 14 of the National Planning Policy Framework.

Justification for pre-commencement: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy SD2 of the Watford Local Plan Core Strategy and Chapter 14 of the National Planning Policy Framework.

4. Hard Landscaping

No part of the building shall be occupied until a detailed hard landscaping scheme for the site, including site boundary treatments, paving and external lighting has been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details. The detailed scheme shall be based upon drawing number: 17259-0311. Revision: P-03.

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

5. Soft Landscaping

No part of the building shall be occupied until a detailed soft landscaping scheme for the site and a landscape management and maintenance plan, has been submitted to and approved in writing by the Local Planning Authority. The detailed scheme shall be based upon drawing number: 17259-0311. Revision: P-03. The approved soft landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

6. Loading Bay

No part of the building shall be occupied until the loading bay as shown on drawing number: 17259-0311. Revision: P-03 has been constructed and made available for use. This loading bay shall be retained as approved at all times.

Reason: To ensure that adequate servicing facilities exist for the proposed development, in accordance with saved Policies T21 and SE7 of the Watford District Plan 2000.

7. No part of the building shall be occupied until the refuse and recycling facilities shown on drawing number: 17259-0311. Revision: P-03 have been constructed and made available for use. These facilities shall be retained as approved at all times.

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

8. No part of the development shall be occupied until the cycle parking facilities shown on drawing numbers: 17259-0310. Revision: P-03 and 17259-0311. Revision: P-03 have been constructed and made available for use. These facilities shall be retained as approved at all times.

Reason: To encourage travel by cycle and to provide sustainable travel alternatives, in accordance with saved Policy T10 of the Watford District Plan 2000 and Policy T3 of the Watford Local Plan Core Strategy 2006-31.

9. No part of the development shall be occupied until a detailed Travel Plan, based upon the Hertfordshire County Council document Framework Travel Plan submitted and 'Hertfordshire Green Travel Plan Guidance', has been submitted to and approved in writing by the Local Planning. The travel plan shall then be implemented in accordance with the approved scheme thereafter.

Reason: To ensure that the development offers a wide range of travel

choices to reduce the impact of travel and transport on the environment, in accordance with Policy T3 of the Watford Local Plan Core Strategy 2006-31.

10. Detailed Drawings

No external facing materials shall be installed on the building until detailed design drawings of all external surfaces including brick detailing, window reveals and enclosures at roof level have been submitted to and approved in writing by the Local Planning Authority.

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

11. Materials

No external facing materials shall be installed on the building until full details of the materials to be used for all the external surfaces, including the terrace and plant enclosures at roof level, have been submitted to and approved in writing by the Local Planning Authority.

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

12. Impact Piling

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

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

13. Office Use

The office units depicted at levels 1 to 7 on the approved plans shall be used for offices and for no other purpose (including any purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To protect office uses within the employment area, in accordance with Policies EMP1 and EMP2 of the Watford Local Plan Core Strategy 2006-31 and Policy E1 of the Watford District Plan 2000.

14. The south facing windows in the south facing end elevation of the western wing of the development at levels 1 to 7 on the approved plans are to be fitted with obscured glazing. The obscured glazing should be retained in perpetuity.

Reason: To protect the amenity of numbers 7 to 15 (odds) Canterbury Road in accordance with Policies UD1 and SS1 of the Watford Local Plan Core Strategy 2006-31

15. Plant Equipment

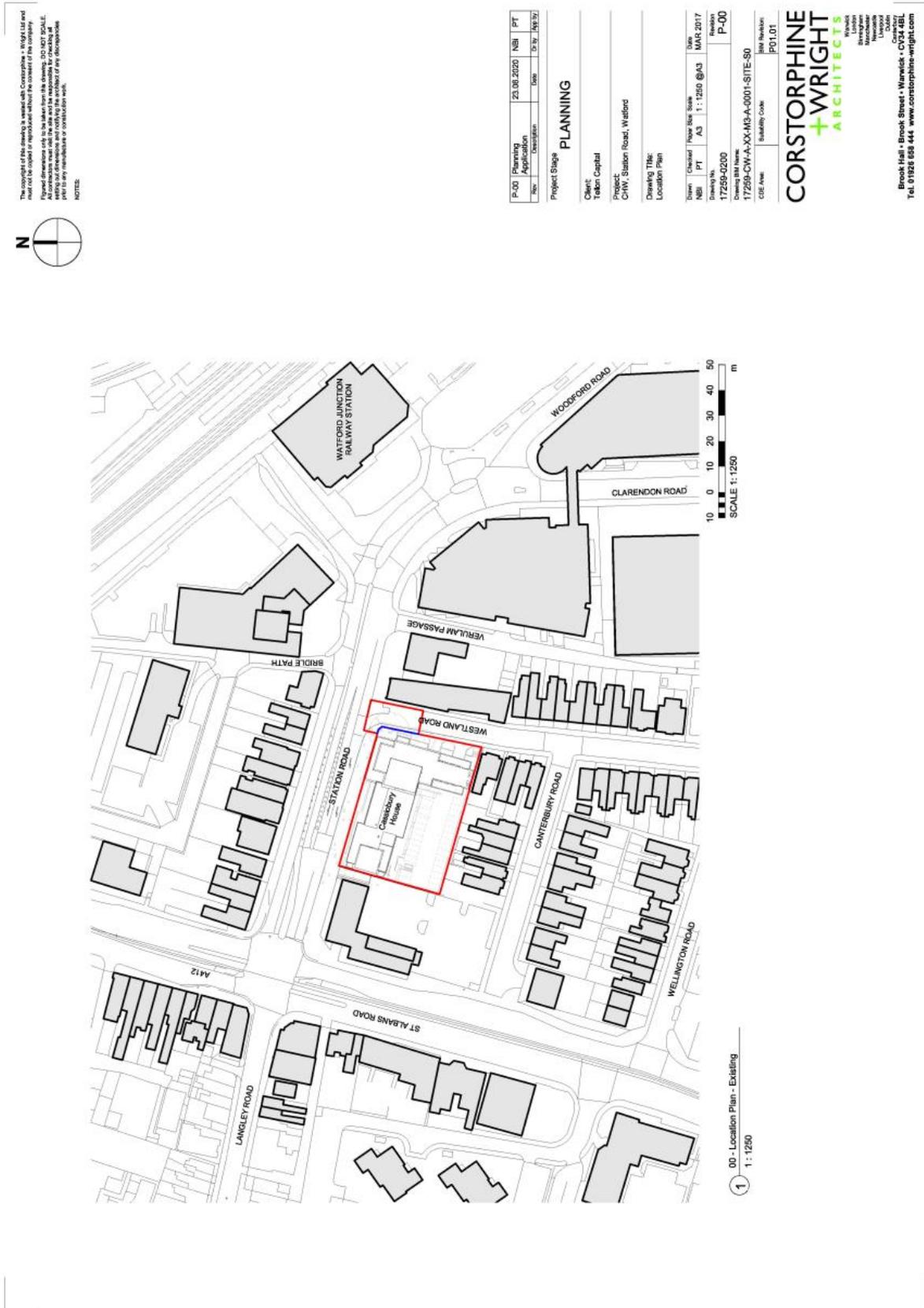
No plant or equipment that generates sound shall be installed to the development until full details and specifications of the equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the plant/equipment carried out by a suitably qualified and competent acoustic consultant to consider the potential impact on existing and future residents adjacent to the site. The details shall also include a specification of what design criteria need to be included in the specification of the plant and its mounting on the building, to minimise any potential disturbance. The assessment shall include any other appropriate noise mitigation measures. All plant and equipment shall be installed as approved and no plant or equipment shall be brought into operation until any approved mitigation measures have been installed.

Reason: To ensure the operation of plant and equipment does not give rise to noise disturbance or nuisance to existing and future residential occupiers.

Informatives

1. IN907 – Positive and proactive statement
2. IN909 – Street naming and numbering
3. IN910 – Building Regulations
4. IN911 – Party Wall Act
5. IN912 – Hours of Construction
6. IN913 – Community Infrastructure Levy Liability
7. IN915 – Highway Works – HCC agreement required

Appendix 1 – Plans



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 All dimensions are to be taken from the drawing. 500 MET SCALE.
 Setting out dimensions and working to the width of any discrepancies prior to any construction or construction work.
 NOTES



P-00	Planning Application	23.08.2020	NBI	PT
No.	Description	Date	By	App. By
Project Stage				
PLANNING				
Client:				
Talon Capital				
Project:				
CHW, Station Road, Watford				
Drawing Title:				
Location Plan				
Drawn	Checked	Issue Date	Scale	Date
NBI	PT	A3	1:1250 @A3	MAR 2017
Revision				
17259-0200				
Drawing No.				
17259-CW-AA-XX-M3-A-001-SITE-S0				
Drawing Title:				
17259-CW-AA-XX-M3-A-001-SITE-S0				
Scale:				
1:1250				
Revision:				
P01.01				

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Site Location Plan

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FINISH LEVELS	
Highway	
Other Parking	

SCHEDULED ROOMS	
Room	Area
MECHANICAL	10
STAIRWELL	5
TOTAL	15

COUNTS BY ROOM	
Room	Count
MECHANICAL	6
TOTAL	14



1:100

PLANNING	
Project Name	Yukon Capital
Client	CPIC, Emerald River, Waterloo
Location	Waterloo, Ontario
Drawn By	CPIC, Emerald River, Waterloo
Checked By	CPIC, Emerald River, Waterloo
Scale	1:100
Date	2023-03-15
Sheet No.	101
Project No.	2023-03-15
Revision	1

PLANNING

Yukon Capital

CPIC, Emerald River, Waterloo

Waterloo, Ontario

CPIC, Emerald River, Waterloo

CPIC, Emerald River, Waterloo

1:100

2023-03-15

101

2023-03-15

1

CORSTORPINE+WRIGHT ARCHITECTS

1000 University Ave. Waterloo, ON N2L 2K1
 519-885-1111
 www.corstorpinewright.com

Basement Plan



1. This plan is based on the information provided by the client and is not to be used for any other purpose without the written consent of the architect.
 2. The architect is not responsible for the accuracy of the information provided by the client.
 3. The architect is not responsible for the accuracy of the information provided by the client.
 4. The architect is not responsible for the accuracy of the information provided by the client.
 5. The architect is not responsible for the accuracy of the information provided by the client.

Legend

Light Blue	Office Space
Pink	Office Space
Green	Office Space

Summary

Room	Area (sq ft)	Count
Office Space	10,000	10
Office Space	5,000	5
Office Space	3,000	3
TOTAL	18,000	18

PLANNING

Project Name: [Blank]
 Client: [Blank]
 Address: [Blank]
 City: [Blank]
 State: [Blank]
 Zip: [Blank]

Date: [Blank]
 Scale: [Blank]
 Drawing No.: [Blank]
 Revision: [Blank]

CORSTORPHINE + WRIGHT ARCHITECTS
 1000 [Blank] [Blank] [Blank]
 [Blank] [Blank] [Blank] [Blank] [Blank] [Blank]

Ground Floor Plan



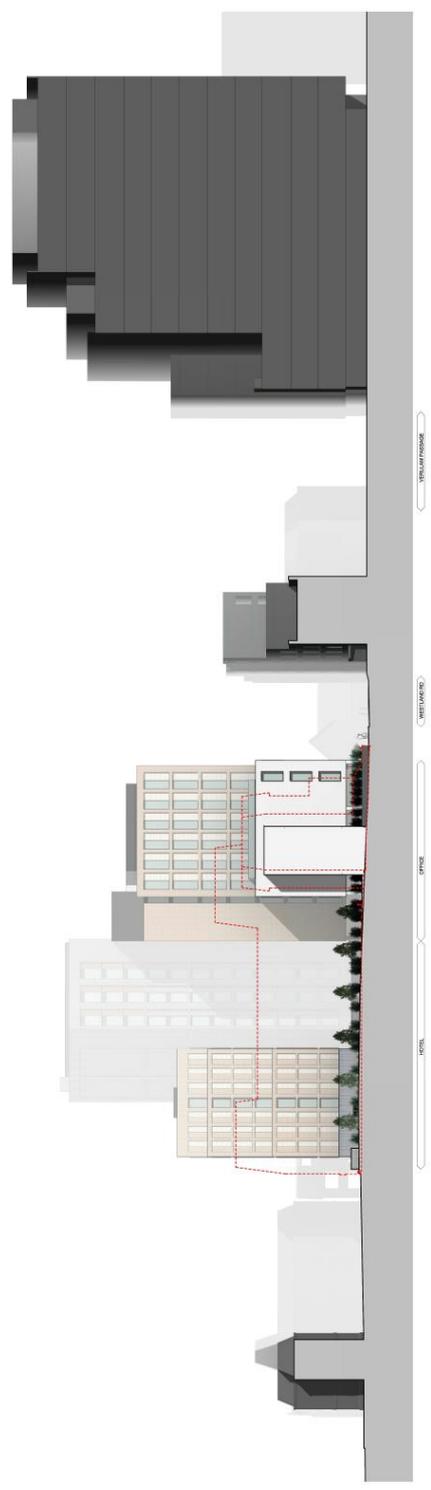
Fourth Floor Hotel and Third Floor Office



Eight Floor Hotel and Sixth Floor Office

This drawing is the property of Corstorphine + Wright Architects and is not to be used, copied, or reproduced in any form without the written consent of Corstorphine + Wright Architects. The design is preliminary and subject to change without notice. The client is responsible for obtaining all necessary permits and approvals. The architect is not responsible for the accuracy of the information provided by the client.

OUTLINE OF EXISTING BUILDINGS



1/8\"/>

PROJECT INFORMATION
 PROJECT NO. 12345678
 PROJECT NAME
 CLIENT
 ARCHITECT
 DATE

PLANNING

DRAWING NO. 12345678
 SHEET NO. 1 OF 1

PROJECT NO. 12345678
 PROJECT NAME
 CLIENT
 ARCHITECT

DRAWING NO. 12345678
 SHEET NO. 1 OF 1

PROJECT NO. 12345678
 PROJECT NAME
 CLIENT
 ARCHITECT

DRAWING NO. 12345678
 SHEET NO. 1 OF 1

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South (Rear) and West (Side) Elevations

Appendix 2 – Watford Place Shaping Panel’s Report

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Watford Place Shaping Panel

Report of Chair’s Review Meeting: Cassiobury House

Tuesday 29 September 2020
via video conference

Panel

Peter Bishop (chair)
Linda Thiel

Attendees

Ben Martin	Watford Borough Council
Andrew Clarke	Watford Borough Council
Paul Baxter	Watford Borough Council
Sian Finney-MacDonald	Watford Borough Council
Louise Holman	Watford Borough Council
Semeta Bloomfield	Watford Borough Council
Tracy Lynch	Watford Borough Council
Tom Bolton	Frame Projects
James McCormack	Frame Projects
Penny Nakan	Frame Projects

Apologies / copied to

Deborah Denner Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Watford Borough Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Chair’s Review Meeting
29 September 2020
WPSP07_Cassiobury House

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1. Project name and site address

Cassiobury House, 11-19 Station Road, Watford, WD17 1AP

2. Presenting team

Nicola Buckley	Corstorphine and Wright Architects
Paul Turner	Corstorphine and Wright Architects
Nick Bishop	Corstorphine and Wright Architects
Amy Jones	Tellon Capital
James Burchell	Tellon Capital

3. Planning authority briefing

The site is located on Station Road in Watford and contains a five-storey office building which dates from the 1970s. The proposals are for redevelopment of the site to create a mixed-use scheme comprising replacement offices and hotel in two linked buildings, between eight and thirteen stories in height, over a basement car park. The proposal includes car parking and refuse storage to the rear at ground level.

The site is within the Special Policy Area for the Town Centre (SPA1 of Watford Local Plan Part 1 – Core Strategy) which seeks a balanced provision of town centre facilities and infrastructure throughout the town centre. It is also within a designated Employment Area (Area E7a of Watford District Plan 2000). The provision of taller buildings in Watford is subject to Supplementary Planning Document ‘Skyline – Watford’s Approach to Taller Buildings SPD 2016’. The site is not within a conservation area.

The applicant has previously taken this proposal to Watford Borough Council’s Major Applications Review Forum in July 2018. The uses and height are considered acceptable in principle. Planning officers asked for the panel’s views, in particular, on:

- the impact on neighbouring residential dwellings on Canterbury Road with focus on the tall blank façades.
- massing and scale.
- landscaping and removal of existing trees.
- positioning of refuse servicing along the rear of houses on Canterbury Road.
- positioning of the loading bay on Westland Road.



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4. Place Shaping Review Group's views

Summary

The panel supports the overall approach to the development, but suggests that a number of adjustments are needed to ensure it meets the level of design quality required. The panel suggests adjustments to the massing on the west side to improve the relationship between elements. Although the Station Road elevation is successful, the blank elevations to the rear require more articulation and fenestration to add liveliness and improve the outlook from houses on Canterbury Road. The active street frontage on Station Road is welcomed, and options for restaurant seating to spill out to the street should be considered. The panel encourages as much tree planting as possible, and asks that opportunities are explored to create green space in the rear courtyard, including freeing space by swapping the ground level car parking with the basement cycle parking, and reducing the number of car parking spaces. Improvements should be made to uses and landscaping in the rear courtyard to create a more beneficial space and improve the relationship with the existing houses on Canterbury Road, including moving refuse storage further from the rear site boundary. These comments are expanded below.

Height and massing

- The panel welcomes, in principle, the demolition of Cassiobury House and its replacement with a larger, higher density scheme.
- It considers proposed massing and heights to be acceptable. However, the panel suggests the massing to the west side facing Station Road should be adjusted to soften the abrupt stepping between blocks. If the blocks drop down in smaller increments, this will also create space that could be used to install green roofs.

Rear elevations

- The blank façades on the south side of the development, especially at the rear of the hotel block, appear harsh and too austere. The panel asks that a greater level of articulation and fenestration is introduced to enliven rear elevations and improve the outlook for the houses on Canterbury Road, and the appearance of the building in longer views.
- Whilst it understands potential privacy and overlooking issues to the rear of the site, the panel encourages the team to discuss with the planning authority how windows could be also be added to southern elevations to help create more lively elevations.

Street frontage

- The panel appreciates the introduction of active street frontage onto Station Road. It suggests that the nature of this activity should be explored in more detail to ensure it influences the street environment. For example, restaurant



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seating could extend onto the street to make the most of the opportunity to generate an active public realm.

Rear courtyard

- The panel welcomes the decision to lower the current basement level to create level ground floor access from Station Road, which also enables an important buffer along the south boundary to the houses on Canterbury Road.
- The panel thinks that the rear courtyard presents an opportunity for a green space such as a pocket park that would provide much greater benefit than a car park. This would allow more trees to be planted on the site, and would create a more sympathetic boundary with existing housing.
- The panel encourages the team to explore a reconfiguration of the courtyard to provide generous garden and outdoor seating space for the hotel, or a breakout space for the offices, instead of car parking.
- The panel considers the location of the refuse storage area at the rear to be both too far from the building for convenience, and too close to neighbours on Canterbury Road. It suggests this layout is reconfigured.

Cycling and parking

- The panel suggests that the number of cycle parking spaces may need to be increased to ensure sufficient provision. It also asks whether the basement cycle store could be moved to ground level, replacing some parking space. This would provide a more convenient and attractive location for cyclists to arrive and park. A cycle hub at ground level would also help to activate the rear courtyard.
- Conversely, the panel thinks the quantum of car parking provision is too high, and the number of spaces should be reduced. It asks the team to open a discussion with operators about removing all car parking spaces from the rear ground level.

Landscaping

- The panel reluctantly agrees that removing the existing trees on Westland Road will prove necessary, but encourages the team to develop compensatory tree planting proposal further, including additional mature trees on Station Road if possible, to achieve a net gain in canopy coverage.

Next steps

The panel considers that its comments can be addressed by the design team in discussion with Watford Borough Council officers, prior to the submission of a planning application.



Committee date	Wednesday 6 January 2021
Application reference	20/01156/OUTM Land To The Rear Of Ye Corner Watford
Site address	WD19 4BS
Proposal	Outline application for the erection of 18no. 2 bedroom flats and 2 no. 1 bedroom flats on a brownfield site in 2, 3 and 4 storey blocks together with a bin and cycle store and associated works
Applicant	FP (Ye Corner) Ltd
Agent	Makana Group
Type of Application	Major Outline Planning Permission
Reason for committee Item	Major
Target decision date	22.01.2021
Statutory publicity	Paper advertisement and site notice with overall expiry of 20.11.2020
Case officer	Alice Reade, alice.reamde@watford.gov.uk
Ward	Oxhey

1. Recommendation

Refuse Planning Permission

2. Site and surroundings

- 2.1 The application site comprises an irregular-shaped parcel of land, covering an area of 0.16 hectares, located to the northwest of the junction where Chalk Hill meets Aldenham Road, and situated behind numbers 1-11 Ye Corner and numbers 44 and 46 Aldenham Road.
- 2.2 Within the site, there is a two storey, brick-built building and single storey workshop buildings constructed using various materials including corrugated metal.
- 2.3 The properties immediately to the south and east of the site which front Chalk Hill and Aldenham Road respectively form a parade of shops. This parade consists of a pair of two storey, semi-detached properties known as 44 and 46 Aldenham Road, a terrace of three storey buildings (nos 1-8 Ye Corner), a separate terrace of three storey properties (9-11 Ye Corner) and a two storey building (12 Ye Corner) which is attached to the western side of the aforementioned terrace. All of these neighbouring properties incorporate a commercial unit at street level with residential accommodation on the upper floors, with the exception of the premises at 12 Ye Corner which is wholly

occupied by a business use (over two floors). Some of these properties also incorporate residential units that sit behind their commercial units including properties at nos 2 and 9 Ye Corner.

- 2.4 Vehicular access to the site is provided by entrances on both the Chalk Hill and Aldenham Road frontages. The Chalk Hill access passes through a narrow gap in the parade between nos 8 and 9 Ye Corner. This entrance used to serve those businesses that occupied the workshops within the main part of the site. It also serves the rear entrances of some of the properties that front Chalk Hill and Aldenham Road. The Aldenham Road access serves the businesses occupying those buildings along the northern edge of the site and also a residential dwelling, known as 48 Aldenham Road, which lies to the north of the site.
- 2.5 There is a change in levels across the site with the access road along its northern edge occupying an elevated position when compared to the main part of the site to the south.
- 2.6 The site is located approximately 1.2 kilometres from Watford Town Centre and less than 250 metres from Bushey Railway Station.
- 2.7 The site is located outside of the Oxhey Conservation Area which lies to the east. It also does not encompass any listed buildings. However, 14-16 Chalk Hill – located 30 metres to the west of the site, is a Grade II Listed Building. The nearby buildings at 18 Chalk Hill – to the west of the site, and 48 Aldenham Road – to the north, are locally listed.

3. Summary of the proposal

3.1 Proposal

- 3.2 The application seeks outline planning permission for the redevelopment of the site to comprise 20 residential dwellings within two buildings of 2 to 4 storeys in height and associated works. The building is to contain 20 dwellings comprising 18 x 2 bedroom 3 person dwellings and 2 x 1 bedroom 2 person dwellings.
- 3.3 Matters to be determined under this outline application are access, appearance, layout and scale. The only matter to be reserved is in respect of landscaping.
- 3.4 The development has vehicle and pedestrian access via the existing access from Ye Corner. 2 car parking spaces are shown on site for deliveries.

- 3.5 The proposal will not provide any on-site affordable housing and does not offer a financial contribution in lieu of this.
- 3.6 The development includes differences from the extant permission for development of the site as follows:
- Revised red line application site to omit access from Aldenham Way
 - Access only from Ye Corner with bin and cycle storage repositioned adjacent to this access
 - Amended footprint of building
 - Amended access, layout and fenestration of some dwellings
 - Reorientation of some dwellings
 - Increase of part of the building height from 3 to 4 storeys
 - Additional of 1 dwelling (from 19 to 20 units)
 - External changes to fenestration and external articulation
 - Change of external materiality which is no longer brick and wood cladding and is now render, grey cement cladding and yellow brick.
 - Ground level changes to north east side- no longer creating an upper ground floor external level
 - Omission of 2 parking spaces on north east side which were for other 'leaseholders'
- 3.7 The application has been submitted with drawings only and no appropriate supporting reports including:
- Design and Access Statement
 - Transport assessment
 - Phase I Risk Assessment
 - Topographical survey
 - Viability report
 - Sunlight and Daylight
 - Arboricultural Survey
 - Transport and High Assessment
 - Heritage Statement
 - Surface Water Drainage Strategy
- 3.8 **Conclusion**
- 3.9 This is the second revised scheme which again bears little resemblance to the carefully designed schemes approved under previous applications. The building height has been increased to predominantly 4 storey, the footprint and depth of sections of the building has increased, the 'mews' arrangement of front doors has been omitted, fenestration and active frontage is poor and the materiality is poor. The building scale and visual massing would have no

relationship to the context and it would be monolithic, excessively bulky and incongruous to the area.

- 3.10 The development would fail to create suitable living accommodation for future occupiers who would experience poor access environments, inadequate light and outlook, noise disturbance and inadequate amenity space.
- 3.11 The revised layout, position, height arrangement and fenestration of the building would create unreasonable harm to amenities of neighbouring occupiers.
- 3.12 The development does not provide affordable housing or any contribution to affordable housing. This has not been justified by the applicant.
- 3.13 The development is therefore unacceptable for reasons of layout, scale, design, amenity, impact to neighbours, lack of affordable housing and highway impact. The application has failed to address or overcome any of the reasons for the refusal of the previous application. The officer recommendation is that planning permission be refused.

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 A pre-application enquiry was received in September 2016 for the demolition of the existing commercial buildings and the redevelopment of the site to create new residential units (Ref. 16/01367/PREAPP). The Local Planning Authority responded to this enquiry in November 2016 and advised that the principle of a car-free residential development in this location was acceptable. However, it was felt that the pre-application submission did not demonstrate that a suitable living environment would be achieved for the future occupiers of the development without compromising the amenities of the occupiers of neighbouring properties and did not suitably address access constraints. The applicant was encouraged to enter into pre-application discussions with the Local Highway Authority.

- 5.2 On 28th February 2018 conditional planning permission was granted for the demolition of the existing buildings and redevelopment of the site to create 15 residential units (Ref 17/00654/FULM). The permission includes the provision of blocks of up to three storeys high blocks around a central court yard. The planning permission was also subject to legal agreement to secure a review mechanism to revisit actual build costs and values when the development is approaching completion to establish whether a contribution towards affordable housing provision can be made.
- 5.3 On 1st August 2018, conditional planning permission was granted for a revised scheme of 19 residential units (Ref. 18/00350/FULM) in blocks of 2, 3 and 4 storeys in height. The scheme had a similar layout, design and visual appearance to that previously approved. The permission was subject to a contribution towards off site affordable housing and a review mechanism as for the previous application.
- 5.4 At Development Management Committee on 2nd July 2020, members unanimously refused an application for a scheme for 20 residential units (20/00399/FULM). The scheme demonstrated little of the design quality of the approved scheme and the application submitted documentation not relevant to the revised scheme. This application was refused for the following summarised reasons:
1. Poor quality design in respect of massing, appearance, fenestration, access
 2. No affordable housing
 3. Adverse impact to neighbours
 4. Poor quality dwellings. No sunlight/daylight or noise assessments submitted for this scheme
 5. Lack of sustainable drainage system
- 5.5 The development now submitted retains the same height and massing of the refused scheme however has been split into two blocks. The footprint of the development has been amended and encloses the central area more however the layout of the dwellings is predominantly unchanged from the previous refusal. The external materials now include fibre cement cladding and brick slips as well as the previously proposed render.

6. Main considerations

- 6.1 The main issues to be considered in the determination of this application is:
- (a) Principle of development
 - (b) Design, scale and impact on visual amenity
 - (c) Impacts on heritage assets

- (d) Quality of residential accommodation
- (e) Affordable housing provision and housing mix
- (f) Impacts on surrounding properties
- (g) Impacts on trees
- (h) Car parking, access and transportation
- (i) Section 106 and Community Infrastructure Levy (CIL)

6.2 (a) Principle of development

The previous extant permissions have determined that the principle of the redevelopment of the undesignated site from commercial to residential was acceptable. The policy position with respect to the land use has not changed and the redevelopment of the site to residential remains in accordance with Policy HS1 of the Watford Local Plan Core Strategy 2006-31 and in respect of the balanced objectives of the NPPF.

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

In the officer report for the extant permission for 19 dwellings it was noted that:

"This is a challenging site to bring forward for redevelopment due to the constraints from the surrounding uses, the change in levels, the nearby heritage assets and the limited access arrangements. However, the careful design and layout innovatively responds to the constraints of the site and the contemporary mews style approach is to be welcomed as this will create a high quality environment that offers a suitable relationship with its surroundings."

6.4 This second revised scheme again bears little resemblance to the carefully designed schemes approved under previous applications. Again, the building height has been increased to predominantly 4 storey, the depth of sections of the building has increased and the footprint enlarged. The layout of dwellings and accesses have changed, the 'mews' arrangement of front doors has been omitted and the materiality and fenestration do not offer articulation to the building.

6.5 The building now proposed would be of excessive scale, height and massing. It lacks appropriate fenestration, articulation and detailing to articulate or define its massing and would appear as a monolithic and incongruous building. The building would present as a basic, ill-conceived and ungainly addition to the back land site. It is noted that some variation has been introduced from the scheme previously refused, however, the height and massing is unchanged. Additional blocks for cores have been added to the building, creating an array of shapes and volumes that results in a confusing and awkward appearance. Elevations are still sparsely articulated lacking in

character or visual interest, they are generally uninspiring and do not help to break up the mass of the building

- 6.6 Materiality of the development remains predominantly white render which was deemed unacceptable under the previous refusal. Some yellow stock brick slip has been introduced although this is minimal. Significant areas of Grey Fibre Cement board have been introduced to the elevations which is considered to be of poor quality. The materiality would be poor and would fail to relate to the strong architectural vernacular of the area or add visual quality to the development.
- 6.7 The surrounding area contains both listed (14-16 Chalk Hill) and locally listed (18 Chalk Hill) buildings and a strong local character based on a fine urban grain and buildings dating to the Victorian period. The height, massing, scale, materiality and detailing of the building would bear little relationship to this urban grain or the features of its surroundings.
- 6.8 Within the site, the building would create an oppressive and hostile environment for future occupiers. Like the previous refused scheme, there is poor activity onto the central courtyard area. This area has been made smaller and more enclosed by the enlarged buildings. The block on the south-west corner and on the north-west 'wing' do not address the new courtyard frontage and would create a poor and unwelcoming environment. The access to flats in the north-east 'wing' (Core 3) would again be via an alley way at the back of the building adjacent to the retaining wall to the north-east. This layout creates poor access arrangements to dwellings and poor natural surveillance and activity. Entrances to Core 1, Core 2, Flat 1 and Flat 3 would also be enclosed internal corners of the development, offering poor legibility and poor activity and creating hostile, unwelcome environments for residents and visitors.
- 6.9 (c) Impacts on heritage assets
The site is located outside the Oxhey Conservation Area but is located within close proximity to two locally listed buildings; these being 18 Chalk Hill which lies 7 metres to the west of the site, and 48 Aldenham Road which lies 8 metres to the north. A Grade II Listed Building, known as 14-16 Chalk Hill, is situated to the south-west of the site.
- 6.10 For the approved schemes it was noted that the scheme used the level change of the site to minimise the impacts on the locally listed buildings at 18 Chalk Hill and 48 Aldenham Road. It was noted that the greatest impact will be on the setting of 48 Aldenham Road as the new scheme will be viewed as one approaches this property. However, it was considered that the approach to

this neighbouring property will be improved when compared to the prior situation of poor quality industrial buildings

6.11 The revised scheme has significantly increased the bulk and massing of the building by virtue of its increased height, enlarged depth, enlarged footprint, the ground level arrangements around the building and the amended fenestration and poor external detailing. These changes create a poor quality and incongruous design and massing. The view up to 48 Aldenham Road would now be dominated by the north-east elevation of the development which is significantly different in massing and appearance from that previously approved. As such, the development would now be detrimental to the context and setting of the surrounding heritage assets.

6.12 (d) Quality of residential accommodation

6.13 *Gross Internal Areas*

Section 7.3.6 of the Residential Design Guide sets out the minimum Gross Internal Areas for new dwellings in accordance with the nationally described space standards. The proposal provides a mix of 1 bedroom and 2 bedroom units. All of the proposed 1 bedroom units at 50 square metre, would meet the minimum floorspace standard of 50sqm for a 1 bedroom, 2 person dwelling. Additionally, all of the proposed 2 bedroom units, at 63sqm, will exceed the 61 square metre minimum floorspace standard for a 2 bedroom, 3 person dwelling. The GIAs are fully compliant.

6.14 Light and outlook

By virtue of the ground level changes within the site, the proximity of other buildings and structures and the layout, height and orientation of the development, some windows and dwellings of the development will experience poor light and outlook. It is noted that there was a sunlight and daylight assessment supporting the previously approved scheme however no such report has been submitted in respect of this revised scheme to consider the light for dwellings within the revised footprint of building, increased height of part of the building and revisions to residential layout of proposed dwellings. The application has therefore failed to demonstrate that the development would provide dwellings with sufficient light and sunlight for future occupiers.

6.15 *Noise and air quality*

The site is bordered by commercial and residential properties, it is close to roads with significant traffic and is located approximately 100 metres east of the West Coast Mainline railway which also has the potential to result in noise disturbance. Previous applications were accompanied by noise assessments

carried out in accordance with BS:4142. These identified the noise impacts and included appropriate mitigation measures of glazing and mechanical ventilation in the interests of protecting the future occupants from noise disturbance and potential poor air quality. This revised application has included no noise survey or attenuation measures, without which, the development would create dwellings with poor amenity for future occupiers.

6.16 *Garden*

Section 7.3.23 of the RDG advises that “For flatted developments, communal open space provided for the exclusive use of occupants of the development may be acceptable as long as its location, size and shape enable it to be enjoyed by the occupants”. It further advises that “The minimum area for usable communal space is 50 square metres, plus 15 square metres per additional unit over two units”. Using this standard, the scheme for 20 units would be required to have a minimum area of 320 square metres in communal open amenity space.

6.17 Landscaping is a reserved matter for this application which seeks outline consent, however, owing to the constraints of the site, the development would not be able to provide this minimum standard of amenity area. It is noted that the previous schemes included landscaping of 200 sq metres of communal space for 19 dwellings however this shortfall was justified due to private amenity spaces of almost all dwellings. The lack of landscaping detail in this outline application does not allow for or show potential amenity space arrangements. In addition, it is noted that the larger footprint of the revised scheme and the loss of the raised ground area at upper ground floor will create less available amenity space. The quality of any potential amenity space would be further compromised by the poor natural surveillance and environment around the development. As such, the dwellings would have inadequate amenity space, contrary to the RDG.

6.18 (e) Affordable housing

Policy HS3 of the Core Strategy requires a 35% provision of affordable housing in all schemes of 10 units or more. In the case of the proposal, for 20 units, this would require the provision of 7 affordable units. This provision should have a tenure mix of 65% affordable rent, 20% social rent and 15% intermediate tenures. Only in exceptional circumstances will a lower level of provision be considered through submission of a development viability assessment.

6.19 The development proposes no on site affordable housing and no contributions towards off site affordable housing provision. The application has not been accompanied by a viability assessment on the development now proposed.

- 6.20 It is noted that the previously approved scheme was supported by a viability assessment, however, this was undertaken 2 years ago and does not relate to the assessment of the revised scheme. The lack of affordable housing has therefore not been justified and the lack of affordable housing provision or contribution is contrary to policy HS3 of the Watford Local Plan Core Strategy.
- 6.21 (f) Impacts on surrounding properties
The site is bordered by residential properties to north, east and south and there are significant ground levels across the area. This creates potential for the development to create loss of light and outlook to neighbouring properties. Like the previous refused scheme, the proposed development is in part closer to, and taller relative to, neighbours. The application has not, however, submitted an updated sunlight and daylight assessment which relates to the proposed development. It has therefore not been demonstrated that the development would not unreasonably harm the light and outlook of neighbours.
- 6.22 Again, as seen in the previously refused application, the north-west 'wing' of the building and the block of the south west corner have also turned their principle elevations to the south-west and north-west elevations. Being below minimum back to back distances of 27.5m to neighbouring properties, these elevations will create overlooking to neighbouring occupiers.
- 6.23 As such, by virtue of the position, height, bulk and fenestration of the building, the development would unacceptably harm the amenities of the neighbouring occupiers, contrary to guidance of the Residential Design Guide 2016 and Policies SS1 and UD1 of the Watford Local Plan Part 1 Core Strategy 2006-31.
- 6.24 (g) Impacts on trees
As found previously, the site does not contain any significant trees. There is a belt of trees to the west of the site which includes a group that is protected by a Tree Preservation Order (Tree Preservation Order No. 33) but none of the protected trees will be affected by the development. Only a small group of trees is indicated for removal and this is acceptable.
- 6.25 (h) Car parking, access and transportation
The previous application found that the site was suitable for 'car-free' development with no on-site parking. The transport assessment for that application proposed the use of the access from Ye Corner for access to 2 short stay delivery/emergency spaces on the site and demonstrated that this was acceptable. This application has not, however, been accompanied by a Transport Assessment to detail these matters or provide an updated assessment of the transport impacts in respect of the development, the

amended footprint for turning or current highway circumstances. It has therefore failed to demonstrate that the narrow access and site parking arrangements are acceptable in respect of Highway impact.

6.26 The scheme incorporates a cycle storage area which will be large enough to meet the demands of the development pursuant to Policy T10 of the Watford District Plan 2000.

6.27 (i) Section 106 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 including highways and transport improvements, education provision, youth facilities, childcare facilities, children’s play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted. The CIL charge applicable to the proposed development is £120 per m² (subject to indexation).

6.28 S.106 planning obligations can be used to secure affordable housing provision and other site specific requirements. For this development, affordable housing would be required and exceptional circumstances have not been submitted to justify not providing it. The applicant has not offered affordable housing and a S106 agreement has not been secured.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Consultee	Comments	Officer response
Hertfordshire Highways	No objection subject to conditions based on information with previous approved application.	Highways have assessed this application on the basis of documents submitted with the previously approved application. It is not appropriate to refer to documents in respect of the previous application as these cannot be secured under this subsequent application.
HCC Lead Local Flood Authority	Objecting to the development on the basis that no detail of surface water drainage or	Noted

	management has been provided with the application	
HCC Waste and recycling	General comments made	Noted
HCC Growth and infrastructure	Community Infrastructure Levy applicable	Noted
Crime Prevention	No comments	
Oxhey Village Environmental Group	No response received.	
Thames Water	No objection	Noted
Environment Agency	The development does not include a Preliminary Risk Assessment or Phase 1 Desk Study and EA object.	Noted

7.2 Internal Consultees

Consultee	Comments	Officer response
Urban Design and Conservation Team	Development is poor design quality. The proposed scheme bears little resemblance to the consented scheme and cannot be supported. The amendments to this revision have not resolved concerns.	Noted and agreed
Contamination officer	No objection subject to recommended conditions.	Noted
Head of Housing	No comments received	Matters discussed in report.
Waste and recycling officer	No comments received	No comments received however bin storage on the site and collection from access on Ye corner are unchanged.
Environmental Health	No comments received	Noted comments from previous schemes and the previous requirement for noise mitigation measure

7.3 Interested parties

Letters were sent to 100 properties in the surrounding area. No responses have been received.

8.0 Recommendation

Refuse Planning Permission

Reasons

1. The proposal is not considered to be of high design quality. By reason of its height, scale and massing the proposed development would adversely affect the character of the neighbouring residential area and setting of heritage assets. The building lacks appropriate fenestration, articulation and detailing. Within the site, the building would create an oppressive and hostile environment for future occupiers with poor access arrangements to dwellings and poor natural surveillance and activity. As such the development would be of poor design, harmful to the character and appearance of the surrounding area and is not in accordance with paragraphs 122, 127 and 130 of the NPPF and Policies UD1 and UD2 of the Watford Local Plan Core Strategy 2006-31.
2. The proposed development makes no provision for affordable housing and shared ownership housing. The application has failed to provide any justification for the lack of affordable housing provision on the basis of viability or any other grounds. Consequently, the proposal is not in accordance with Policy HS3 of the Watford Local Plan Core Strategy 2006-31 and is contrary to paragraphs 62 and 64 of the NPPF in relation to affordable housing provision.
3. By virtue of the position, height, bulk, layout and fenestration of the building, the development would unacceptably harm the amenities of the neighbouring occupiers, contrary to guidance in the Residential Design Guide 2016 and Policies SS1 and UD1 of the Watford Local Plan Part 1 Core Strategy 2006-31.
4. The development would fail to create high quality dwellings for future occupiers. A noise assessment (in accordance with relevant British standards) has not been submitted to detail potential mitigation measures meaning that future occupiers of the development would experience noise disturbance and poor air quality. By virtue of the ground level changes within the site and the layout, height and orientation of the development, some windows and dwellings will experience poor light and outlook. A Sunlight and daylight

assessment (carried out in accordance with BRE publication entitled 'Site Layout Planning for Daylight and Sunlight; A guide to good practice') has not been submitted to demonstrate suitable light is achieved. The development layout would also fail to allow for sufficient amenity space for the dwellings as included in section 7.3.23 of the Residential Design Guide. As such, the development would fail to provide satisfactory residential accommodation for future occupiers. It does not therefore constitute a high quality or sustainable development and is contrary to guidance of the Residential Design Guide 2016 and Policies SS1 and UD1 of the Watford Local Plan Part 1 Core Strategy 2006-31.

5. The application has not been accompanied by any details of surface water drainage and fails to demonstrate that the development would not increase flood risk elsewhere, reduce flood risk overall and give priority to the use of sustainable drainage methods. For this reason, the application fails to comply with Policies SD1 and SD2 of the Watford Local Plan Core Strategy 2006-31, the National Planning Policy Framework (NPPF) and the advice contained within the Planning Practice Guidance (PPG).
6. The application has not been accompanied by a Preliminary Risk Assessment or Phase 1 Desk Study. The application has therefore not supplied adequate information to demonstrate that risk posed to groundwater can be satisfactorily managed and the development is unacceptable in accordance with the NPPF and Policy SD2 of the Watford Local Plan Core Strategy 2006-31.
7. This application has not been accompanied by a Transport Assessment to detail the transport, parking and highway matters. The development has therefore failed to provide an updated assessment of the transport impacts in respect of the development, the amended footprint for turning or current highway circumstances. It has therefore failed to demonstrate that the narrow access and site parking arrangements are acceptable in respect of Highway impact and is contrary to policies T24 and T26 of the Watford District Plan 2000.



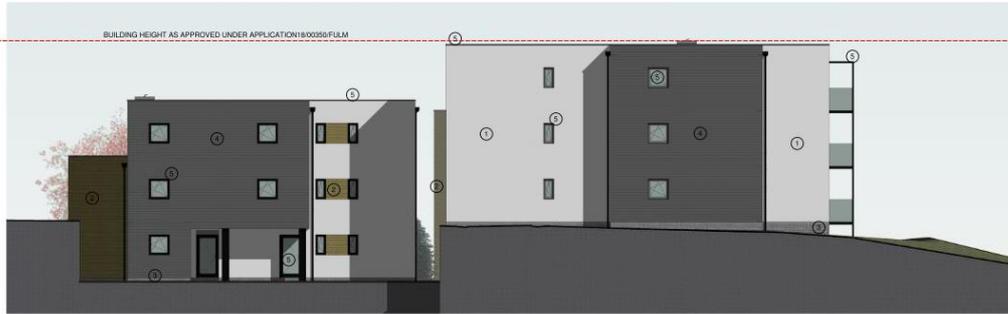






Elevation 1
1 : 100

- MATERIALS LEGEND**
- ① Walls: Render Off-White
 - ② Walls: Yellow Stock Brick
 - ③ Walls: Engineering Brick - Grey
 - ④ Walls: Fibre Cement Board - Hardiflank - Grey Stone Smooth
 - ⑤ Windows & Doors, Casings, Balconies: RAL 7016 Dark Grey
 - ⑥ Green Roofs: Sedum
 - ⑦ Cycle / Bin Store Roof: GRP Dark Grey



Elevation 2
1 : 100

0m 5m 10m

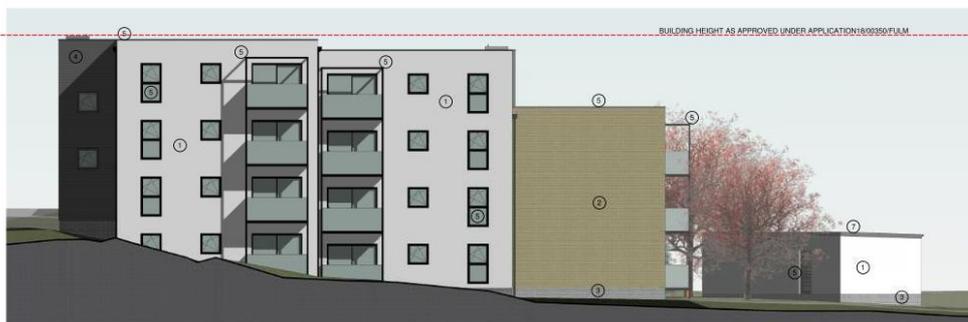
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DATE 16 October 2020	PROJECT Ye Corner, Bushey	CLIENT FP [YE CORNER] LTD.	<p>Makana Construction</p> <p>Unit 11 The Park Industrial Estate 1000 Park Road Barnet, London EN4 8JF Tel: 020 881 1000 www.makana.co.uk info@makana.co.uk</p>
SCALE 1 : 100 @ A2	DRAWING Sheet 1 - Proposed Elevations - Planning		
REVISIONS MC0003-MGL-DR-AG-2001			



Elevation 3
1 : 100

- MATERIALS LEGEND**
- ① Walls: Render Off-White
 - ② Walls: Yellow Stock Brick
 - ③ Walls: Engineering Brick - Gr
 - ④ Walls: Fibre Cement Board - Hardiflank - Grey Stone Sinc
 - ⑤ Windows & Doors, Casings, Balconies: RAL 7016 Dark G
 - ⑥ Green Roofs: Sedum
 - ⑦ Cycle / Bin Store Roof: GRP Dark Grey



Elevation 4
1 : 100

0m 5m 10m

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SCALE 1 : 100 @ A2	DRAWING Sheet 2 - Proposed Elevations - Planning		
REVISIONS MC0003-MGL-DR-AG-2002			



Section 1
1 : 100



Section 2
1 : 100

DATE 16 October 2020	PROJECT Ye Corner, Bushey	CLIENT FP [YE CORNER] LTD.	<p> </p> <p> <small> 01753 820000 01753 820001 www.makanaconstruction.com info@makanaconstruction.com </small> </p>
SCALE 1 : 100 @ A2	ISSUE NO. PROPOSED Proposed Sections - Planning		
NUMBER MC00003 MGL-DR-AG-3001			